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No. 16

SEAFARERS LOG

August 12
1960

OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT • AFL-CIO

Urge Rise In Gov't Cargo On US Ships

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ITF Assails Arab Shipping Blacklist

—Story On Page 2

SIU Co. Would Swap Libertys For Two C-4s

—Story On Page 5

Nominations In; Credential Check Started

A rank and file credentials committee, elected by the SIU headquarters membership at the August 8 meeting, is currently checking the qualifications of candidates for SIU office. Nominations closed at midnight, August 15. The committee's report will appear in the next LOG.

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17-Ship Lakes Vote Set; Hoffa Scheme Flops

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Delegates Sign Anti-US Vow:

Bridges Calls On Members To 'Give Lives' For Cuba

—Story On Page 4

ITF Calls For End Of Arab Blacklist

BERNE, Switzerland—The SIU's action in protesting the Arab League blacklisting of ships and interference with shipping of other flags won near-unanimous approval at the 26th Congress of the International Transportworkers Federation. The ITF warned the League, and specifically the United Arab Republic, to cease its interference or face joint action by transport workers all over the world.

The ITF's warning was contained in a resolution adopted at the 26th World Congress of the Federation, which represents some seven million transport workers in 72 countries of the free world.

The resolution had previously been adopted at a meeting of the ITF's Seafarers Section after the delegates to that meeting had rejected an alternate resolution introduced by the UAR delegate.

Attending the Seafarers Section meeting were 61 delegates representing 33 maritime unions in Aden, Belgium, Denmark, Estonia, Finland, Germany, Greece, Hong Kong, India, Israel, Italy, Japan, the Netherlands, Norway, Pakistan, Sweden, Switzerland, the UAR, the United Kingdom and the US.

Observing that "freedom of navigation is one of the fundamental requirements of world trade and world peace," the resolution specifically termed the Arab League's blacklisting of ships which had previously called at Israeli ports "a threat to the livelihood of seafarers and other workers."

It also rejected as "totally inadequate" attempts to justify the

UAR's interference with neutral shipping on the grounds that a state of war exists between the UAR and Israel.

The ITF thus mobilized the world's transport workers behind the campaign for freedom of the seas. The SIU, together with the Maritime Trades Department, had been fighting the Arab League blacklisting of American ships, because it was destroying jobs of American seamen and others whose livelihood depend upon the American merchant marine.

That SIU campaign reached a high point last April when the SIU, for nearly a month, successfully picketed the Egyptian-flag freighter Cleopatra in New York.

The SIU action came after the Union had been notified by many of its members that they were being vilified and abused by Egyptian authorities in the Suez area and after SIU representations to the State Department and White House had failed to produce positive results.

Early in May, the SIU agreed to lift its picket line after AFL-CIO President George Meany had been assured by the State Department that it would fully investigate the grievances of US seamen and renew its diplomatic efforts to protect American seamen and shipping against future indignities and

discrimination.

The ITF resolution, after calling upon the UAR "to honor its international undertaking," urged the UAR to place reliance in the procedures of the United Nations.

In another resolution, aimed primarily at the Dominican Republic, the ITF Congress urged all of its affiliates "to maintain contact with all responsible democratic trade union elements who continue to struggle against dictators."

Omer Becu, the ITF's secretary-general, tendered his resignation to the Congress effective August 1 to assume his new post as general secretary of the International Confederation of Free Trade Unions. Becu replaces J. H. Oldenbroek who had held the general secretary's post since the ICFU was founded in 1949.

As ITF secretary-general, Becu had worked closely with the SIU, National Maritime Union and other American maritime unions on the problem of runaway shipping. Becu has been succeeded in his ITF post by Pieter de Vries of The Netherlands.

Roger Dekeyzer, of Belgium, was named ITF president for the next two years to replace Frank Cousins, president of the British Transport and General Workers Union.

SIU President Paul Hall was elected vice-president of the ITF Seafarers Section.

Hall, during the meeting of the Seafarers Section, strongly urged that the ITF give due attention to the problems of Latin America by conducting a conference for this area at the earliest possible date, preferably in conjunction with the International Labor Organization meeting which is scheduled to take place in Montevideo in November.

He also urged that the ITF appoint a representative who would devote his time to maritime affairs in North America, and ensure that the maritime affiliates of this area could meet whenever necessary under ITF auspices.



Don Wagner, DM (left) and Joe Kramer, 2nd electrician on the Steel Worker were blocked from going ashore in Aqaba, Jordan, while Arab authorities checked on their religion.

Arab Port Police Check Seafarers' Religious Ties

The SIU's charges of harassment and mistreatment of American seamen in Arab ports were further substantiated recently with the visit of the Steel Worker (Isthmian) to the port of Aqaba, Jordan. Sea-

faraers aboard the ship were quizzed as to their religious affiliations and two men in the crew were initially denied shore leave because their names often are borne by people of Jewish faith.

The two men, Don Wagner, DM, and Joe Kramer, 2nd electrician, were finally permitted to go ashore but only after they had satisfied the authorities that they were not "Zionist spies."

In May, the SIU picketed the Egyptian-flag steamship Cleopatra because of the blacklisting of American-flag ships by the Arab League, depriving seamen of employment opportunities, and because of harassment and maltreatment of American seamen in Arab ports.

Ship's reporter Joseph Fidalgo added the following comment on the incident:

"I would like the membership to know the Cleopatra incident was discussed in the meeting, on deck and around the messhall tables and I'd like to report the crews were behind the Union's decisions 100 percent."

"Being on the Persian Gulf run,

the crew aboard these ships can give you first hand information about the conditions and abusive treatment and attitude taken towards us seamen and our country by some of the officials and people of these countries."

These incidents are being documented by the SIU and will be taken up with the State Department at the proper time, in line with the State Department assurances given to the SIU during the Cleopatra beef, that it would investigate seamen's grievances.

Elect Union Credentials Committee

Eighty Seafarers submitted their names as candidates for the 43 Union offices open in the coming election. The credentials of the nominees are being studied by the six-man rank-and-file credentials committee, elected at the August 8 membership meeting.

The credentials committee will make its report to the full membership at next month's meeting.

The committee consists of 'Dutch' Palmer and S. Clurman, deck department; L. P. Hogan and I. McCormick, engine department and E. C. Schaffer and Pete Gonzales, steward department.

The Union elections will begin on November 1 and run for two months. A special supplement will be published in the SEAFARERS LOG preceding the election.

Another 5 Seafarers Retired On Benefit

Five veteran Seafarers who are no longer fit for duty have been approved by the Trustees of the Seafarers Welfare Plan for the SIU's disability-pension list. The action of the trustees assures the five of the \$35 a week benefit for as long as the men are unable to work.

The latest five to be added to the list are Seafarers Nicolas Villaverde Fernandez, Juan Hernandez, John Wohletz, Carter C. Chambers and Emil N. Dupont. In order to qualify for the benefit, they had to show discharges for 12 years' seetime.

Fernandez, age 67, was a member of the steward department on SIU ships. He has been under treatment for some time because of high blood pressure, complicated by ulcers, and is no longer able to sail.

Hernandez, also a steward department veteran, had almost 16 years' seetime on ships of SIU

contracted companies. He too is suffering from heart and circulatory troubles and is now retiring at age 73.

Wohletz, with nearly 15 years of qualifying time on SIU ships, sailed in the deck department. He is 62 years of age and has been out of action with a heart attack.

One of the younger Seafarers to qualify is Carter C. Chambers. A deck department man, Chambers is retiring at age 52, following a serious operation.

Dupont, who is 61, also sailed in the deck department and has been under medical care for some time because of a heart ailment which has kept him from sailing.



Chambers



Hernandez



Wohletz



Fernandez



Dupont

Quitting Ship? Notify Union

A reminder from SIU headquarters cautions all Seafarers leaving their ships to contact the hall in ample time to allow the Union to dis, such a repla sment. Failure to give notice before paying off may cause a delayed sailing, force the ship to sail short of the manning requirements and needlessly make the work tougher for your shipmates.

RED GUNBOAT HALTS SIU SHIP IN PACIFIC

In a violation of international maritime law, a Soviet patrol vessel armed with "a four-inch gun forward and a larger piece aft" and with anti-aircraft guns on the bridge and upper decks, stopped an SIU-

manned American freighter in international waters. The incident occurred last July 7, about 350 miles from the Soviet Kurile Islands.

The ship was the Ocean Eva (Maritime Overseas), a 10,370-deadweight-ton C-2, en route to Madras, India, with a shipment of wheat from Portland, Oregon. The Navy said that there had been no such previous incidents, so far as it knew.

The most detailed account of what happened came from a letter from Captain J. J. Buskin of the Bronx, New York to his wife, in which he described the eventful voyage. He wrote that for four days there had been a dense fog. It had lifted somewhat on the fifth day, when suddenly "we picked up a strange vessel heading for us from the north . . . We saw

Russian officers and he hoisted 'K'—'stop at once.'

"It was a Russian patrol boat . . ." armed as described above. The skipper continued: "I stopped and he hailed me in fairly good English—asking what ship, what owners, where from and where bound. I answered all questions as he lay close alongside.

"I asked them why they stopped me on the high seas. He replied, 'Thank you, you may proceed.' The Eva then went on to Madras to unload.

The Soviet Union has issued a warning to all ships to avoid a 50,000 square-mile area in the mid-Pacific from July 7 to 31 which she will use for missile testing. But this area is far removed from the scene of the Ocean Eva incident and apparently has no connection with it.

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Urge Boost In '50-50' Ratio In Favor Of US-Flag Shipping

Report Dubious On Runaway Reliability

WASHINGTON—The first admission from Government sources that the runaway ships are somewhat less than 100 percent reliable has come in a recently-released study made for the Department of Commerce. The report substantiates in part the charges of US maritime unions that runaway crews are wide open to pro-Communist and anti-United States infiltration.

To soften the impact of the possible loss of the runaways, the report calls for regulations which would encourage bulk cargo carriers under the US flag. (See story, columns four and five)

Commenting on the reliance placed upon runaway vessels under the "effective control" theory, the report notes, "In time of war, it is presumed that these vessels would be under the practical control of the United States. . . . However, these ships are manned by foreign nationals, and US control over them is not as effective as if they carried the American flag and American crews."

In recent testimony before the House Un-American Affairs Committee, SIU Washington counsel Ray Murdock, speaking for the Maritime Trades Department, pointed out that crews of runaway ships are not screened for security purposes. Yet in many instances, Murdock noted, these crews are recruited in countries such as Italy, Cuba, Greece or various Latin American nations where there are strong Communist influences in sections of the trade union movement.

As a result, he noted, the basic raw materials of American industry—bauxite, iron ore and oil—come on "foreign-flag ships manned by foreign crews, whose actions in the event of war are unpredictable."

Another threat to the reliability of the runaways comes as a result

of the entrance of the Soviet Union into the world oil trades. The Russians are approaching runaway operators to carry oil to Cuba and are offering tempting charters for this purpose.

Up until now, the State Department and the Defense Department have insisted that the runaway ships could be counted on in any emergency just as if they were American-flag ships.

Maritime unions have always held that the "effective control" theory was simply a cover under which major US industrial giants could escape US wages, US taxes and other requirements insofar as the shipment of their raw materials is concerned.

Committee Proposes Stewards' School

Recommendations by a committee of stewards on a recertification program for chief stewards, as well as upgrading procedures for candidates for the chief steward's rating, were approved by the membership at SIU August port meetings. The recommendations will be subject to negotiation with SIU-contracted operators.

Under the proposals, schools for chief stewards will be established, with the first school in the Port of New York. Instruction will center on the duties of the steward aboard ship, including preparing menus, food preservation, keeping inventories, storage and preparation.

For seniority purposes, training time would be considered as sea time.

The committee called for estab-

Summary Of Findings

The following sums up the views expressed on various shipping issues in the latest transportation study released by the Department of Commerce:

RUNAWAYS: It is presumed these vessels would be available to the US in an emergency, but the foreign crews are admittedly not as reliable as American crews.

SUBSIDIES: An increase in the subsidy program to include independent dry cargo and tanker vessels might be desirable.

FARM SURPLUS: Sending more surplus overseas on US vessels would reduce the cost of subsidies and strengthen American merchant shipping. The US should send well in excess of 50 percent of farm surplus on US-flag ships.

lishment of a recertification committee consisting of at least two Union and two management representatives to set up standards for testing those who complete the course. The tests will include technical efficiency, conduct, sobriety, set experience and other qualifications.

Appeals Procedure

An appeals procedure from the decisions of the recertification committee would be set up. Although there were no specific recommendations, it was suggested that the Seafarers Appeals Board, which handles seniority matters, would also be able to handle the steward program.

Seafarers who take the course and clear the committee would be given top preference in the hiring procedure for the chief steward job, subject, of course, to contract revision of the shipping rules.

As a safeguard, the preference feature would not go into effect until the school had been operating for six months. It would be restricted to the ports in which school facilities are available.

Minimum Qualifications

The committee set up minimum experience qualifications for candidates for the chief steward's course. They involve combinations of sea time in various steward department ratings, totaling three years as a minimum.

The committee which drew up the recommendations consisted of Seafarers Walter C. Patterson, Richard H. Simpson, Nicolas Nomikos, Enrique R. Rosado and Walter Marcus, all of them chief stewards elected at the July headquarters membership meeting.

For the full text of the committee's report, see page 24.

WASHINGTON—An official report to the US Department of Commerce has called for a vast increase in the percentage of farm surplus cargoes carried on American ships. The report, which recommends modification of the "50-50" law in favor of the American merchant marine, sees a boost over the 50 percent figure as essential to the maintenance of an effective and profitable merchant fleet.

"It is therefore recommended," the report states, "that the great bulk of surplus relief commodities be shipped by US flag vessel, well in excess of the 50 percent minimum, particularly because of the precarious position of the US-flag tramp fleet and its dependence for existence upon these cargoes, as well as to help reduce the subsidies now being paid to the subsidized portion of the fleet."

The recommendation for an increase in the "50-50" formula was one of several significant observations made in the report. The authors also noted that the US might not retain "effective control" over runaway ships in an emergency, and therefore should take several steps to encourage bulk cargo carriers under the American flag. (See story on runaway flags, columns 1 and 2 this page, summary of report, column 3).

The report to the Commerce Department was made in April, but was just recently released. It is entitled "Rationale of Federal Transportation Study."

While they did not make any specific percentage recommendation, the authors' call for a change in the "50-50" formula is sure to be heartily welcomed by maritime unions and all segments of the American-flag maritime industry. The proposal comes at a time when the Department of Agriculture is seeking to bypass "50-50" and give a majority of farm surplus tonnage to foreign-flag ships.

In this area, the authors note that the Department of Agriculture has interpreted the "50-50" law as setting a 50 percent ceiling on the amount of cargo US ships can carry, rather than treating it as a

floor. They assert that several nations have 100 percent laws, requiring that all tonnage of specific commodities be carried on vessels of their own flag. Such laws affect the movement of tobacco, petroleum, cotton seed oil and other raw materials.

The report makes several recommendations to encourage construction and registration of bulk carriers under the American flag as well as to check the decline in US maritime generally. "This solution, should come primarily from encouraging American shippers to use the US merchant marine, discouraging discrimination from foreign nationals in favor of their own flag ships and sending more of US Government surplus commodities by US vessels."

The authors also note that it may be necessary to extend the subsidy program to include independent dry cargo and tanker vessels, or in some form, make industry responsible "for at least a share of the increased seafit in American flag vessels when for consumption within their own plants in this country. . . ." In other words, giant oil and metals concerns which now handle virtually 100 percent of their imports on runaway ships would be required to carry a part of their supplies on American vessels.

American maritime unions and a segment of the tanker industry are already on record as calling for American industry to carry a sizable share of raw material imports on US ships. A proposal that 50 percent of all oil imports be carried on US ships is still pending before the Office of Civil and Defense Mobilization.

Union Buys Building Site In Houston

A site for a new hall for Seafarers in Houston has been purchased by the Union. It's conveniently located and will better accommodate Seafarers than the present hall, which is recognized as being too small for the growth of shipping activity in the port.

The site is a vacant lot at Canal and 75th Sts. in the port city. It's 200 feet long, 175 feet deep and is within walking distance of Parkview Clinic and the shipping commissioner's office. Also nearby is the G&H tug dock, the turning basin and Longreach docks, where Mississippi ships berth.

The newly-purchased lot in Houston is comparable in size to that upon which headquarters in New York is located. Plans for the building will be discussed with architects shortly, according to word from Houston.

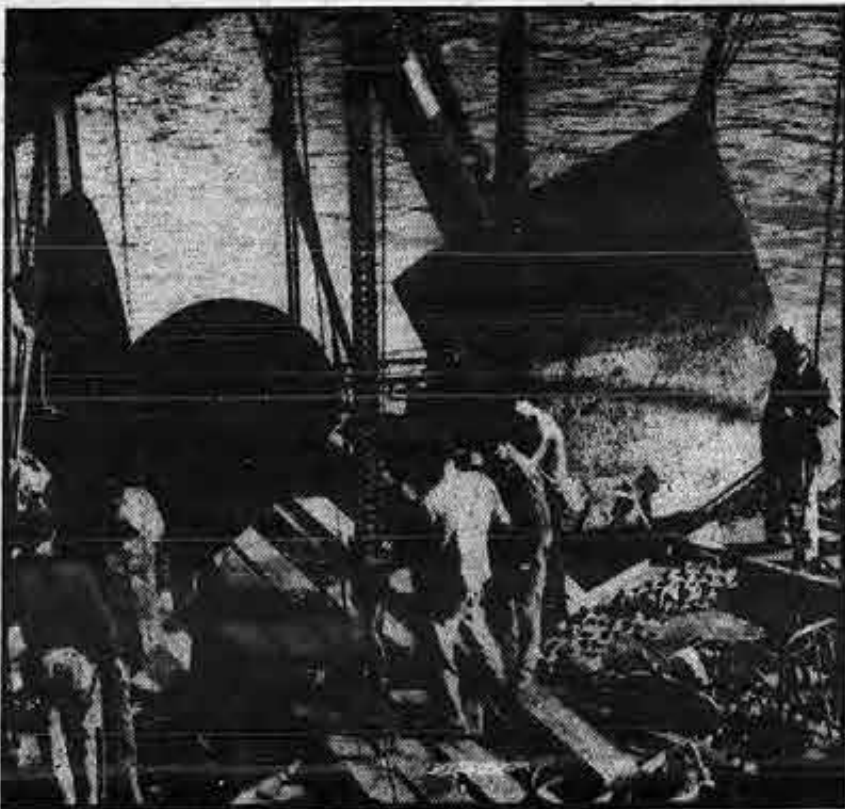
Meanwhile, the Philadelphia hiring hall, located at 2604 South Fourth Street, opened this week. And in New Orleans, work on a new hiring hall there is progressing. In addition to the usual facilities, the Welfare Plan and medical clinic will be located on the property.

SCHEDULE OF SIU MEETINGS

SIU membership meetings are held regularly once a month on days indicated by the SIU Constitution, at 2:30 P.M. in the listed SIU ports below. All Seafarers are expected to attend those who wish to be excused should request permission by telegram (be sure to include registration number). The next SIU meetings will be:

New York	Sept. 6
Philadelphia	Sept. 6
Baltimore	Sept. 7
Detroit	Sept. 9
Houston	Sept. 12
New Orleans	Sept. 13
Mobile	Sept. 14

Portuguese Propeller Repair



SS Gulfwater had unscheduled stop in Lisbon, Portugal, when propeller shaft cracked. Portuguese shipyard put her back in shape again. Photo by Seafarer George Annis.

ILWU Reps Sign Declaration:

Bridges 'Will Give Lives' For Cuba In Anti-US Fight

Members of the West Coast longshore union may not know it yet, but according to the Cuban press their representatives have signed a manifesto in Havana declaring the longshoremen willing "to give our lives to defend the Cuban revolution."

The signing of the declaration by three delegates of Harry Bridges' International Longshoremen's and Warehousemen's Union was the high spot in Bridges' latest venture in pro-Communist and anti-US international relations. The Cuban government has been officially denounced by the United States as being in league with the Soviet Union and Communist China.

Bridges, who participated in an anti-United States gathering in Japan in 1959, is making Cuba the base of his anti-American operations in 1960. His three-man delegation participated as "observers" in an organizing conference which arranged for a world congress of pro-Communist sugar, banana and other plantation unions in Havana in 1961.

Bridges' last venture in pro-Communist and anti-US international relations was his organization of the "All Pacific and Asian Dock Workers Trade Union Conference" which met in Tokyo on May 1, 1959, the international Communist holiday. Among other items dealt with by the conference, it passed a resolution calling for an end to United States military bases in Japan and Okinawa. Such action, of course, would leave Japan open to Chinese Communist and Russian pressure. It has been a cardinal point in Soviet and Red Chinese propaganda. US policy in other aspects of foreign affairs also came under attack.

The grandiose "All Pacific" conference consisted of delegates from the Soviet Union, from Japanese Communist-oriented unions, from an Australian Communist-dominated union, a group from Cambodia, a small Canadian delegation and the Bridges union—in all a

tiny segment of longshore labor.

No one was present from any waterfront unions in India, Indonesia, Burma, Thailand, Vietnam, the Philippines, New Zealand, Pakistan or any Latin-American country fronting on the Pacific. The conference was boycotted by the All Japan Seamen's Union and the Japan Trade Union Congress which charged that its objective was to make Japan a satellite of Red China.

Now that the scene of the international Communist anti-American efforts has shifted to Cuba, it is no surprise to maritime observers to

find Bridges active in Cuba on behalf of that effort.

"Revolution", quoted the pledge as reading, "We will declare a boycott against the aggressors, preventing the shipments from our countries to all those raw materials and minerals that are to feed the war machine of the imperialists."

... "the Fidel Castro revolution has opened the path for the total independence of our peoples from the yoke of Yankee imperialism..." Those workers represented by the signers were stated as willing "to give our lives to defend the Cuban revolution."

SIU Blocks Non-Union Canada Tug In Norfolk

NORFOLK—SIU pickets were lifted from the Canadian tug Melanie Fair after one day of picketing August 3, when the tug's captain-owner signed an agreement with the Union.

The tug, skippered and owned by Capt. William Wharton, entered the capes at Norfolk Aug. 2 to tow the hulk of the tanker African Queen across the Atlantic to a shipyard in Antwerp, Belgium.

However, while the tug was in Quebec, the captain fired its SIU Canadian District crew on July 24, hired a non-union crew in Toronto, and flew it to Quebec to man the ocean-going tug.

The SIU Canadian District notified the Norfolk SIU hall of the situation. When the Melanie Fair limped into Norfolk—she had en-

gine room woes on the way—she was met with a picket launch.

Round-the-clock picketing of the tug in stream prevented Norfolk harbor tugs from towing the African Queen to the Canadian tug.

As a result, the tug owner signed an agreement shortly after noon August 3 and sailed with the African Queen in tow before dark.

Men Shipping Out Of New Philly Hall

PHILADELPHIA — The new SIU hiring hall in this port opened officially last Monday, with shipping activity and all departments going full-swing.

A \$250,000 one-story building, the hall is located at 2604 South Fourth Street, Philadelphia 48, Penn. The new phone number is DEwey 6-3818; alternate incoming wires are DEwey 6-3819, 6-3820 and 6-3823.

Seafarers shipping out of this port have all the modern facilities and conveniences imaginable at this new hall. There is a large and comfortable lounging area with two TV sets—one of which is color—a snack bar, showers, patio, ample parking and a location which is close to the waterfront. In addition, the Welfare Plan department is located on the premises. A separate phone will be installed for this department shortly, and the number will be reported as soon as it is made available.

Philadelphia Seafarers formerly were quartered at 337 Market St., a building which became inadequate to house the personnel and equipment needed to service the needs of growing SIU activity in this area.

Completion of the Philly hall is another step in the SIU's continuing building program to provide better and more modern facilities for Seafarers.

LABOR 'ROUND THE WORLD

ONE OF THE PROBLEMS FACED BY THE TRADE UNION MOVEMENT on an international level is the big gap between the progress of unions in one nation and in neighboring countries. If the union movement in one country is weak or hampered by restrictive legislation, then a climate is created for employers from other nations to open branches and set up shop in the low wage areas.

There have always been differences in living standards between nations, but this problem was aggravated tremendously by World War II. After the war, the American economy flourished and American unions made considerable gains. In Western Europe, on the other hand, the economy had been largely wrecked by the war and it was many years before it got back on its feet.

As a result, a wide gap has developed between wages and conditions in European countries and those in the United States, and this gap is constantly being used by employers here as an argument against improving American workers' conditions. The unions here are told that low-priced foreign goods made by lower-cost labor will drive American products out of the market if American standards are raised higher.

The obvious answer to this difficulty is to reduce the gap between US and foreign labor. In this area, there has been an important development in West Germany, one of the European countries that has had a booming economy, but whose workers have lagged behind the progress of German industry generally.



THE GERMAN METAL WORKERS UNION ACHIEVED a significant gain recently when it signed an agreement to reduce the work week in stages from 48 hours to 40 hours with no loss in base pay. The union covers 1,300,000 members in the steel, automobile, aluminum and other basic industries. It is expected that this development will set the pace for other German unions to go on a five-day 40 hour week basis. Many German industries work six days a week with no Saturday overtime.

The achievement of the 40-hour week has been applauded by AFL-CIO President George Meany as promoting prosperity, and insuring German labor "a fair share of the fruits of economic progress."



THE BRITISH COLONY OF KENYA IS ANOTHER ONE OF the simmering trouble spots of the world, and considerable reliance is being placed on the Kenya Federation of Labor to help that area make a peaceful transition to independence and democratic government.

Recently, the Kenya Federation opened Solidarity House in Nairobi, the nation's capital as its headquarters and base of operations. Irving Brown, AFL-CIO European representative was present as a delegate from American labor and carried with him a message from the Federation applauding the fight of Kenya trade unions for that country's independence and freedom. The Federation pledged its firm support to the independence program in Kenya and elsewhere in Africa.

Friendly relationships between American unions and the leaders of Kenya labor are expected to go far to offset efforts by anti-western groups to drive a wedge between the new nations of Africa and the United States. These relationships are particularly important in light of the Soviet Union's attempts to gain a foothold in that continent and turn it against the west.



AN INTERESTING SIDELIGHT ON THE WAY "TRADE UNIONS" operate in the Soviet Union as arms of the state is contained in a brief resume of how the presidents of the Soviet "trade union" movement are made and unmade.

For example, Vassily Kuznetsov, now Deputy Minister of Foreign Affairs and Soviet-spokesman in the United Nations, was president of the "trade union" movement until 1953. The Central Committee of the Communist Party then relieved him of this job and "recommended" that the so-called Central Trade Union Council "elect" N. M. Shvernik president.

He ran the labor apparatus until 1956 when he was appointed president of the Control Commission of the Communist Party. He was succeeded by Victor Grishin, who had been a functionary of the Communist Party in the Moscow area. Grishin had never participated in any so-called "trade union" activities before, showing that the Soviet Union doesn't even bother with the polite fiction of having the presidents of the labor apparatus come out of the "trade union" movement.

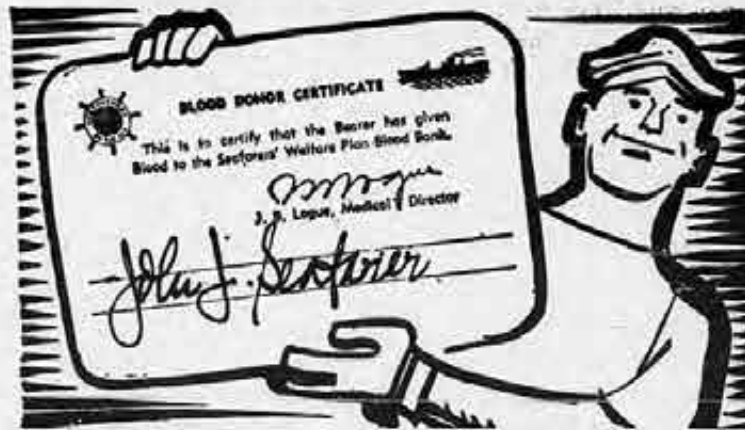


WITH THEIR COUNTRY LONG UNDER THE HEEL OF THE SOVIET UNION economically and militarily, free trade unions in Finland are fighting a valiant but difficult battle to keep the Communists from taking over the trade union apparatus. In this fight, the Finnish Seamen's Union, an International Transport-workers Federation affiliate is playing a leading role.

The leading organization in Finnish labor is the Finnish Trade Union Confederation, representing about 200,000 of the one million working people in the country. Other unions outside the FTUC cover another 150,000 members. Now, the Finnish Seamen's Union reports that the Communists are fragmenting the trade union movement by trying to take over the entire apparatus of the FTUC.

The Finnish Seamen declare that the FTUC got into trouble originally by tying itself to the tail of one of the nation's political parties. As a result, several unions, who objected to this procedure, left the Federation. The pro-Communists and party-line outfits were then able to come up with a hairline majority. A mass exodus of anti-Communist trade unions has resulted, and the unions involved are trying to form a new trade union federation so that they will have a central voice to speak for Finnish workers.

SIU BLOOD BANK HONOR ROLL



The SIU blood bank supplies Seafarers or members of their families with blood anywhere in the United States. Seafarers can donate to the bank at the SIU clinic in Brooklyn. Listed here are a few of the Seafarers and others who have donated to the blood bank.

- Stratiotis, Emmanuel K.
- Werneburg, Joseph
- Liotta, Paul Dominick
- Shnayer, Stanley M.
- Fisher, James H.
- Smith, Warren W.
- Rutherford, James R.
- Martin, Cecil H.
- Nelson, Daniel James, Jr.
- Ligon, Edwood
- Burke, David
- Cole, Joseph
- Simmonds, Theodore
- Spano, Ralph
- Thornton, Guy
- Duhan, Richard
- Williams, Robert C.

- Bluestein, Burton I.
- Werner, Stephen L.
- Latham, Stephen G.
- Miller, John T.
- Nash, Walter
- Giganteilli, Casimer M.
- Rubis, Phillip
- Harris, Frank T.
- Epstein, Paul F.
- Lekowski, Raymond H.
- Hoffman, Robert L.
- Borsodi, Albert L.
- Hall, William, Jr.
- Smith, Geoffrey S.
- Torres, Carlos
- Wikler, Joseph M.
- Galle, Itevan



Picket boat of Deck Scow Captains Local 335 circles sand and gravel installation in course of New York harbor tie-up. Strike issues are to be mediated by AFL-CIO President Meany. (Photo by "Newsday," Long Island, NY)

Deck Scow Captains End NY Walkout, Await Meany's Decision On Issues

Still determined to protect their employment rights, the members of the SIU-affiliated Deck Scow Captains Local 335 agreed last month to suspend an effective strike and return to work in New York harbor until the issues had been decided by AFL-CIO President George Meany.

The scow captains returned July 25 after winning an agreement that the employers would not discriminate against them on hiring. Such discrimination had been responsible for the walkout.

The strike began July 20 when the 750-member union put up picket lines at installations of two major building materials carriers—the Colonial Sand and Stone Company and the William J. McCormack Sand Company.

Within hours all operations picketed were tied up. By the second day, 25 Colonial and McCormack installations were shut down in the metropolitan area, as New York City Teamsters refused to cross the SIU picket lines.

Teamster boss Jimmy Hoffa attempted to break the strike by issuing an order to the truckmen to cross the lines. Hoffa's strike-breaking move was immediately denounced by the SIU which noted that SIU President Hall had previously characterized Hoffa as a "ink."

"Hoffa's latest action," the SIU said, "merely confirms this description."

The scow captains went on strike after the employers refused to live up to the terms of the contract, following the local union's disaffiliation from the United Marine Division of the National Maritime Union and subsequent affiliation with the SIU. The employers claimed that their contract was with UMD-NMU and not Local 335.

Thomas M. Wilhelm, secretary-treasurer of the local noted that the contract was signed by the Local union, not the UMD. Further, he pointed out, the UMD had changed affiliation four times in recent years, and each time the employers recognized that the contract went with the membership.

Originally an affiliate of the International Longshoremen's Association, the UMF switched to the United Mine Workers, then to the AFL-CIO as a Federal labor union, and then to the NMU.

The latest affiliation change developed last spring. Rank and file scow captains, fed up with totally inadequate contract representation, drew up a petition charging Captain Joseph O'Hare, UMD president, with activities "detrimental to the best interests of the membership of Local 335."

On May 29 the Local 335 mem-

bership voted overwhelmingly by secret ballot to quit the UMD.

Subsequently, the scow captains invited the SIU, NMU, ILA and Teamsters to send representatives to a meeting on June 19 to outline the advantages of affiliation with each organization. At the conclusion of the meeting the scow captains voted, again overwhelmingly, for SIU affiliation.

Long-standing dissatisfaction with the contract stems from inferior conditions under which the scow captains get \$10.10 for a 24-hour day, have to supply their own food, their own travel expenses (as much as 100 miles in some instances) and get no welfare benefits.

In contrast, SIU-affiliated scow men on the Great Lakes receive from \$23.92 to \$24.95 a day, with other benefits in proportion.

Each attempt to win more satisfactory contract terms has failed because of lack of UMD support, Wilhelm charged. Instead, Wilhelm said, O'Hare made it impossible for them to obtain better contracts by threatening to withhold support of the tugmen, should the scow captains strike.

Following the vote on SIU affiliation, and the employers' refusal to honor the Local 335 contract, the union filed suit in Federal Court against four major carriers—Colonial Sand and Stone, New York Trap Rock, Gallagher Broth-

ers and Steers Sand and Stone. The suit charged breach of contract.

Shortly after, the scow captains also filed unfair labor practice charges with the National Labor Relations Board against these four companies as well as a fifth company—Suffolk Dredging. These charges are still pending.

Meanwhile, the continued refusal of the companies to recognize the contract, and their continued discrimination in hiring brought concerted demands from the rank and file for vigorous job action to protect their employment rights.

On July 17 a general membership meeting of the scow captains was held at SIU headquarters in Brooklyn, and a strike authorized by a unanimous vote of the 356 members attending.

The strike got under way on the morning of July 20 and ended five days later as the scow captains agreed to return to work after an all-night meeting between Peter M. McGavin, special assistant to President Meany, and representatives of the unions involved.

A decision by Meany is expected to be handed down after he meets to discuss the situation with SIU President Hall and NMU President Joseph Curran. Under the terms of the settlement, the AFL-CIO president's findings will be final and binding on both parties.

Marymar Saves 7 In Storm

After battling a 48-hour Pacific hurricane and drifting for three more days, seven persons aboard the tug Pasty K were rescued off the west coast of Mexico by the SS Marymar.

The SIU-contracted ship saved a man, his wife, their three children and two crewmen shortly before the tug went down.

Richard Gantt, an importer-exporter of Santa Rosa, his wife, two young daughters and a young son, and two crewmen were aboard the 48-foot tug July 18 when hurricane Celeste whipped up 50-foot waves outside of Acapulco.

As the tug plunged through the roaring seas, Gantt stayed at the wheel for 36 hours.

By July 20 the storm subsided, but the tug had only 30 coconuts, a few cookies and little water. The Galley was demolished and the engine was useless.

The Pasty K finally lost her an-

chor, and to stop a drift towards the Tartar Shoal reef and a roaring surf, the crew rigged a makeshift sail to the A-frame on the after deck. The tug barely passed

Shorthanded?

If a crewmember quits while a ship is in port, delegates are asked to contact the hall immediately for a replacement. Fast action on their part will keep all jobs aboard ship filled at all times and eliminate the chance of the ship sailing shorthanded.

Bull Line Seeks US-Owned C-4s; Offers Libertys

Bull Lines has made formal application to the Maritime Administration to trade some of its older vessels for newer ships under a recent bill designed to aid non-subsidized steamship companies.

The line has asked the Government for permission to swap some of its Libertys for two larger and faster C-4s.

Another SIU-contracted company, Alcoa, also intends to swap older ships for more modern tonnage under the non-subsidized steamship bill. However, Alcoa has not yet made formal application. Victory Carriers and a number of the tramp operators are also interested in trade in deals.

Affects Two Lines

The bill, designed to upgrade the American non-subsidized fleet, will permit the two SIU-contracted companies and others to obtain tonnage which has been traded into the Government by subsidized companies.

The subsidized companies are turning in their C-type ships to Government boneyards as they replace them with Mariner-type and other advanced vessels under construction.

Alcoa plans to swap C-1's for C-2's or C-3's, if the Government approves its petition. If Bull Lines request is granted, the company intends to modify the C-4's to accommodate between 48 and 178 35-foot containers in addition to carrying as much break-bulk cargo as the present C-2's carry when fully loaded.

Steadier Jobs Due

Steadier employment aboard Bull Lines ships is a prospect for Seafarers if the Government approves the swap plan. The Libertys, which the company wants to trade in for the C-4's, are only used sporadically during the sugar season or for other single voyage purposes. The newer vessels would probably take on regular runs.

The trade-in bill is the only way non-subsidized operators can improve their present fleets, the companies said. They declared they would have to run their present war-built ships until they could no longer operate because the lines get no construction funds from the Government.

Since Bull Lines operates in the domestic trade, it must have its ships built in American yards.

SIU Clinic To Be Built In N'Orleans

Dr. Joseph Logue, director of the Seafarers Welfare Plan Medical Department, has reported that plans are now well under way for opening a diagnostic medical center in the new hall for Seafarers now being constructed in New Orleans.

The new medical center, Dr. Logue said, will occupy one wing of the second floor of the New Orleans building. It will be completely equipped with the most modern diagnostic and medical detection instruments for the examination of Seafarers and their families, and will have a staff large enough to meet the needs of the area.

The center is expected to be ready for operation when the New Orleans hall opens late this fall.

Clinical facilities for the examination of Seafarers and their families have been available in New Orleans since December, 1957, but the opening of the new center will mark the first time these facilities will be available in the port building for Seafarers.

Besides New Orleans, clinical facilities are provided in Baltimore, Mobile and Houston, as well as at the medical center opened near the SIU headquarters in Brooklyn in the spring of 1957.

The purpose of the clinics is to protect the health of Seafarers and their families by detecting incipient illnesses or disease in early stages.



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Pat O'Call

IN THE BALTIMORE AND N.Y. HALLS, SWAP

YARNS AND WATCH THE FIGHTS ON TV. NEW LOW PRICES AND YOU'RE ALWAYS WELCOME HERE AT YOUR OWN PLACE.

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SEAFARERS ROTARY SHIPPING BOARD



(Figures On This Page Cover Deep Sea Shipping Only In the SIU Atlantic, Gulf, Lakes and Inland Waters District.)

July 6 Through July 31, 1960

Deepsea shipping activity in SIU ports was up considerably over the last period—even though the figures in the previous span covered only two weeks compared to a three-week reporting period this time. A total of 2,239 Seafarers received employment on SIU ships during the most recent period.

As shipping was good, so was ship activity. There was a total of 431 ships serviced—of which 107 paid off, 56 signed on and 268 were in transit. For the sake of comparison only, ship activity was confined to 222 payoffs, sign-ons and in-transits during the June 22-July 5 period, which again was only a two-week span.

There were 3,579 men registered on the beach at the end of the period.

The ports of Jacksonville, Wilmington and Miami had no payoffs; Boston and Wilmington reflected no sign-ons. All ports reported ships serviced in transit.

Shipping was best in New York—with 127 men getting jobs. In close second place was New Orleans, which shipped 117 Seafarers. Boston shipped two men—the least of any SIU port, while Miami was next lowest with six men shipped. Seattle was third with ten men shipped. The total number of men shipped in all ports was 632.

There were 10 ports where A & B registrations on the beach numbered 100 or less. These were: Boston, Philadelphia, Norfolk, Jacksonville, Miami, Mobile, Houston, Wilmington, San Francisco and Seattle.

Ship Activity

	Pay Offs		Sign On		TOTAL
	On	Trans.	On	Trans.	
Boston	1	—	7	8	8
New York	41	7	26	84	84
Philadelphia	5	4	17	26	26
Baltimore	19	8	17	44	44
Norfolk	7	4	23	34	34
Jacksonville	—	1	17	18	18
Miami	—	1	6	7	7
Mobile	13	10	11	34	34
New Orleans	12	12	45	69	69
Houston	3	6	54	63	63
Wilmington	—	—	12	12	12
San Francisco	5	1	13	19	19
Seattle	1	2	10	13	13
Totals	107	56	268	431	431

DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				Registered On The Beach CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	8	17	1	26	—	3	—	3	4	2	1	7	—	1	1	2	—	—	—	—	7	2	—	9	12	20	4	36	—	5	1	6
New York	45	87	23	155	3	19	16	38	34	54	10	98	2	16	27	45	3	6	15	24	98	45	24	167	94	148	49	291	2	18	50	70
Philadelphia	11	16	6	33	—	4	6	10	7	13	4	24	4	2	3	9	—	—	—	—	24	9	—	33	13	23	9	45	—	3	4	7
Baltimore	16	46	5	67	2	12	17	31	19	49	8	76	4	10	16	30	1	1	1	3	76	30	3	109	34	74	11	119	2	21	35	58
Norfolk	7	9	—	16	—	3	5	8	6	14	4	24	2	4	4	10	3	3	2	8	24	10	8	42	8	9	1	18	1	9	11	21
Jacksonville	9	9	—	18	—	3	4	7	7	7	—	14	—	2	1	3	—	—	1	1	14	3	1	18	8	14	1	23	—	4	6	10
Miami	1	—	2	3	—	—	—	—	—	1	—	1	—	1	1	2	—	—	1	1	1	2	1	4	—	4	4	8	—	1	1	2
Mobile	13	20	9	42	—	3	7	10	19	11	7	37	2	6	11	19	—	2	—	2	37	19	2	58	24	40	9	73	1	4	6	11
New Orleans	36	48	24	108	1	15	19	35	32	46	12	90	3	10	13	26	2	6	10	18	90	26	18	134	62	87	31	180	5	24	23	52
Houston	30	61	19	110	3	21	29	53	40	61	14	115	2	7	12	21	—	1	1	2	115	21	2	138	51	50	20	121	7	15	7	29
Wilmington	9	12	3	24	—	4	3	7	4	12	5	21	3	4	4	11	—	1	3	4	21	11	4	36	12	12	3	27	—	4	3	7
San Francisco	11	30	6	47	1	11	6	18	9	19	4	32	4	7	7	18	1	—	3	4	32	18	4	54	30	46	8	84	2	2	10	14
Seattle	7	19	4	30	1	10	1	12	6	18	6	30	2	2	1	5	—	—	—	—	30	5	—	35	29	32	4	65	3	24	2	29
TOTALS	209	374	102	679	11	108	113	232	187	307	75	569	28	72	101	201	10	20	37	67	569	201	67	837	377	559	154	1090	23	134	159	316

ENGINE DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				Registered On The Beach CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP							
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	1	7	—	8	2	1	3	6	—	2	—	2	—	1	1	—	—	—	1	1	2	1	1	4	3	17	1	21	1	2	3	6
New York	19	79	11	109	3	24	18	45	13	65	7	85	1	20	17	38	5	7	17	29	85	38	29	152	43	130	24	197	4	28	34	66
Philadelphia	—	19	6	25	—	6	5	11	3	10	3	16	—	9	5	14	—	3	2	5	16	14	5	35	1	18	4	23	—	3	4	7
Baltimore	9	39	4	52	—	17	14	31	9	50	7	66	1	20	5	26	—	4	4	8	66	26	8	100	4	58	5	67	—	11	25	36
Norfolk	3	22	3	28	3	2	1	6	3	9	2	14	1	3	5	9	—	4	5	9	14	9	9	32	3	22	3	28	1	3	4	8
Jacksonville	3	5	1	9	—	5	4	9	1	10	1	12	—	3	1	4	—	—	1	1	12	4	1	17	7	11	—	18	1	6	5	12
Miami	1	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	11	25	—	36	1	4	1	6	7	36	1	44	1	5	13	19	1	2	—	3	44	19	3	66	16	44	2	62	—	6	7	13
New Orleans	15	56	10	81	2	16	9	27	15	52	5	72	1	16	14	31	4	5	7	16	72	31	16	119	32	91	14	137	2	19	16	37
Houston	17	48	14	79	13	17	13	43	21	60	15	96	3	20	19	42	2	3	2	7	96	42	7	145	47	48	5	100	1	13	6	20
Wilmington	3	11	2	16	—	2	2	4	4	6	2	12	—	1	3	4	—	—	1	1	12	4	1	17	2	16	3	21	1	4	4	9
San Francisco	9	19	4	32	1	6	6	13	4	13	5	22	2	9	7	18	—	2	3	5	22	18	5	45	15	60	5	80	—	8	5	13
Seattle	3	14	7	24	1	6	3	10	4	11	4	19	2	4	5	11	2	2	1	5	19	11	5	35	13	39	11	63	2	9	10	21
TOTALS	94	344	62	500	26	106	79	211	85	324	52	461	12	110	95	217	14	33	45	92	461	217	92	770	187	559	79	825	13	114	125	252

STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				Registered On The Beach CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP							
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	3	2	4	9	—	1	1	2	—	—	1	1	—	—	—	—	—	—	—	—	1	1	—	2	8	3	8	19	1	3	3	7
New York	29	19	49	97	—	2	28	30	20	16	39	75	—	2	30	32	—	—	20	20	75	32	20	127	78	34	102	214	1	5	55	61
Philadelphia	6	3	12	21	—	—	6	6	5	1	10	16	1	—	3	4	—	—	3	3	16	4	3	23	14	6	13	33	—	—	13	13
Baltimore	16	4	20	40	5	1	17	23	22	7	22	51	2	2	16	20	1	—	3	4	51	20	4	75	39	16	31	86	3	3	20	26
Norfolk	4	5	2	11	1	1	2	4	2	2	4	8	2	1	13	16	4	1	6	11	8	16	11	35	7	7	—	14	2	4	5	11
Jacksonville	9	—	—	9	2	—	1	3	2	2	3	7	—	—	4	4	—	—	4	4	7	4	4	15	11	1	1	13	4	1	2	7
Miami	2	2	—	4	—	—	—	—	2	1	3	6	—	—	—	—	—	—	—	—	6	—	—	6	4	3	2	9	—	—	—	—
Mobile	13	8	22	43	—	—	11	11	13	7	26	46	1	—	18	19	—	—	—	—	46	19	—	65	33	9	34	76	—	—	14	14
New Orleans	14	7	61	82	—	1	32	33	24	12	53	89	—	—	16	16	—	—	12	12	89	16	12	117	42	15	115	172	1	3	57	61
Houston	25	13	36	74	5	2	20	27	21	2	39	62	—	1	30	31	1	—	5	6	62	31	6	99	15	20	20	55	5	2	15	22
Wilmington	2	1	3	6	3	1	2	6	1	—	3	4	—	1	3	4	—	—	1	2	4	4	2	10	6	2	3	11	4	—	3	7
San Francisco	6	3	23	32	—	1	7	8	3	4	15	22	—	1	3	4	—	—	9	9	22	4	9	35	20	9	40	69	1	1	8	10
Seattle	8	—	7	15	—	1	8	9	5	1	4	10	—	1	10	11	—	—	2	2	10	11	2	23	31	12	21	64	6	5	11	22
TOTALS	135	67	253	443	16	11	135	162	120	35	222	397	6	9	147	162	7	1	65	73	397	162	73	632	308	137</						

YOUR DOLLAR'S WORTH
Seafarer's Guide to Better Buying

By SIDNEY MARGOLIUS

Guarantees: What They're Worth

The Federal Trade Commission and Better Business Bureau are calling up a storm these days about guarantees that seem to promise more than they really do. Involved are not merely "fringe" companies but some of the biggest in the country.

Our readers are yelling, too. We've received some revealing letters recently about "guarantees" with hidden limitations. Here are pointers that can save you both money and grief:

PRO-RATA TIRE GUARANTEES: Tires nowadays usually are sold with a guarantee that if defective within a certain period you'll get a proportionate allowance on a new tire. For example, you may buy a tire for \$18 that has a "list price" of \$26 and is "guaranteed" for one year. Say that after six months the tire proves to be defective. Since it lasted only half its guaranteed life, naturally you expect replacement for only \$9.

But you may find the dealer wants to adjust the price on the basis of the list price of \$26, and asks \$13 for the replacement. If the list price is highly exaggerated, you'd have to pay almost as much as for the adjustment as for the original purchase.

The same fooler may be used with a so-called "lifetime" guarantee which sellers more accurately should call a "life of tread" guarantee.

Here the seller usually "guarantees" against defects in "materials and workmanship" even after the time guarantee expires. He adjusts the charge for the replacement on the basis of tread wear, by measuring the tire against damage by road hazard (rim and stone bruises, cuts, blowouts and punctures).

But if the seller also figures the allowance on the basis of a high price rather than his current real price, the "guarantee" is further diluted.

To protect yourself, read the certificate to make sure the promised adjustment will be based on the actual sales price. If the certificate says the adjustment will be based on the list price, you don't have a worthwhile guarantee.

THE 'LIFETIME' MUFFLERS: The FTC has complained that "lifetime" guarantees on mufflers actually are only guarantees for such time as you own the car. One muffler chain advertised: "Guaranteed in writing for the life of your car."

Another ad: "You can keep your car forever and never have to buy another muffler."

Well, "forever" can turn out to be a surprisingly short time. Not only is the "lifetime" guarantee voided if you sell the car, but there are other limitations not disclosed by the ads. For example, one of our readers misplaced the warranty certificate. When his muffler proved defective, his request for a replacement was refused even though he still owned the car, because he couldn't present the certificate.

THE CAR-WARRANTY CONTROVERSY: Biggest bone of contention still is car warranties. A number of readers have sent in copies of correspondence which show that manufacturers' warranties are more limited than some buyers realize. One worker engaged in a four-year-long argument with a major factory over defects in the new car he had bought.

Finally the factory wrote: "Our dealers are independent merchants who operate their business on their own capital and there is very little that we as manufacturers, can do in a case of this kind." The factory explained that the zone office does try to see that the customer is treated fairly.

But a Pittsburgh working man who did appeal to the zone office got no satisfaction until he had a lawyer write to the company and threaten suit.

Dealers have their own complaint: that the factory puts the responsibility on them to fulfill warranties but does not allow sufficient compensation. Recently a New Jersey court did hold both manufacturers and dealers responsible for defective cars in spite of the limitations of the standard warranties. The buyer claimed that an accident had been caused when something snapped in the steering mechanism. The factory argued that the warranty covered only replacement of defective parts if sent to the factory by the buyer. The factory lost.

But in general, the reliability of the dealer and adequacy of his service facilities are vital. In the last analysis, you do have to depend on him to make good on the warranty.

If you read your warranty carefully you also may find that it doesn't apply if you have your car repaired by other than an authorized dealer in the make during the warranty period, or if any but factory-approved parts are used. Too, if you're traveling during the warranty period, better carry the certificate. Any authorized dealer within a specified geographical area is expected to provide the warranty service. But you must prove your car is still within the warranty period.

GUARANTEES ON 'IMPORTS': In these days of many imports, some of low quality, it's especially important to know who is responsible for the guarantee. An importer of home tools advertised a drill outfit as "unconditionally guaranteed." The FTC called this deceptive. Buyers were not given a guarantee certificate, thus were not informed as to the conditions of the advertised guarantee nor how it would be fulfilled.



Hoffa Deal Flops As NLRB Orders Lakes Fleet Vote

BUFFALO—After a four months' fight to obtain a free, secret, Government-conducted election, unlicensed seamen of the 17 ship Boland and Cornelius fleet won a smashing victory late last month when the regional National Labor Relations Board here called for a vote to begin August 23. About 500 crewmembers are involved.

The election had originally been sought by the SIU Great Lakes District which petitioned the NLRB April 15, after obtaining signed pledge cards from a majority of Boland men.

However, opposition by the company and the so-called "Seamen's National Brotherhood of the Great Lakes," which purported to represent Boland seamen, prevented a consent election at the time. The brotherhood is a one company "independent" union.

Held Two Votes

Meanwhile, the brotherhood conducted two so-called "elections" of its own in what was obviously a flagrant attempt to railroad the Boland men into the Teamster's Union. The attempt was rebuffed by the Boland men, when a majority of them chose SIU ties. The brotherhood then started a second vote, which was abandoned when the rig became obvious.

The attorney for the "independent" group is James E. Haggerty, Jr., who also happens to be a personal attorney for Teamster President Jimmy Hoffa. According to the script, Haggerty was supposed to be "neutral"—explore merger or affiliation with several unions, and then let Boland seamen decide for themselves.

Haggerty Unmasked

But Haggerty's cloak of "neutrality" fell away and an out-and-out effort to swing the Boland men into the Teamster's camp became obvious. In Rogers City, Mich., for instance, a 12-man team of Teamster "organizers" spent all their time with the brotherhood group. Teamster representatives had numerous blank ballots in their possession.

Evidence of rigging and irregularities in the two "elections" was collected by Boland seamen and the SIU. The seamen and SIU were prepared to present the evidence to a Wayne County Circuit Court judge when Haggerty and his cohorts, rather than face the trial, agreed to the NLRB vote.

The NLRB action came after a meeting between the company,

brotherhood, Teamsters and SIU, in which all parties agreed to the election, and the NLRB then moved to set up the election machinery as speedily as possible.

The NLRB has established that the voting begin effective 8 AM, August 23, with the first arrival of a Boland ship at any Lake Michigan, Lake Erie, Lake Huron, Lake Ontario, St. Clair River or Detroit River port.

Eligible to vote will be all unlicensed seamen on board vessels

of the company on May 29, and such employees hired since then and still employed on July 27, including those seamen who may be temporarily not working because of authorized leaves of absence. In its original petition the SIU had asked that yeomen be allowed to vote, but the NLRB excluded them along with stewards, guards and licensed personnel.

Boland men voting in the election will choose between the SIU, Teamsters or no union.

NLRB Supports Coercion Charge In Purser Vote

The National Labor Relations Board has upheld charges of intimidation and coercion filed last month by the SIU-affiliated Staff Officers Association after an election involving pursers of American Export Lines ships.

The SOA filed the charges after documenting evidence that officers of the Brotherhood of Marine Officers, District 50, United Mine Workers, threatened and coerced pursers aboard the Export Lines ships. The BMO represents pursers and deck and engine officers on Export Lines which is the only functioning company in the deep sea industry with which it has a contract. Unlicensed men on Export Line ships are represented by the NMU.

As a result, it is expected that the NLRB will order a new election. The first one went to the BMO by a count of 42 to 36.

The Staff Officers cited several specific instances in which pursers were threatened with loss of jobs and other mistreatment if they refused to support and vote for the BMO. Charges were also raised as to the activities of BMO representatives at the polls.

Meanwhile, the BMO is the target of court proceedings calling for production of financial records and a proper accounting of the handling of its members' funds.

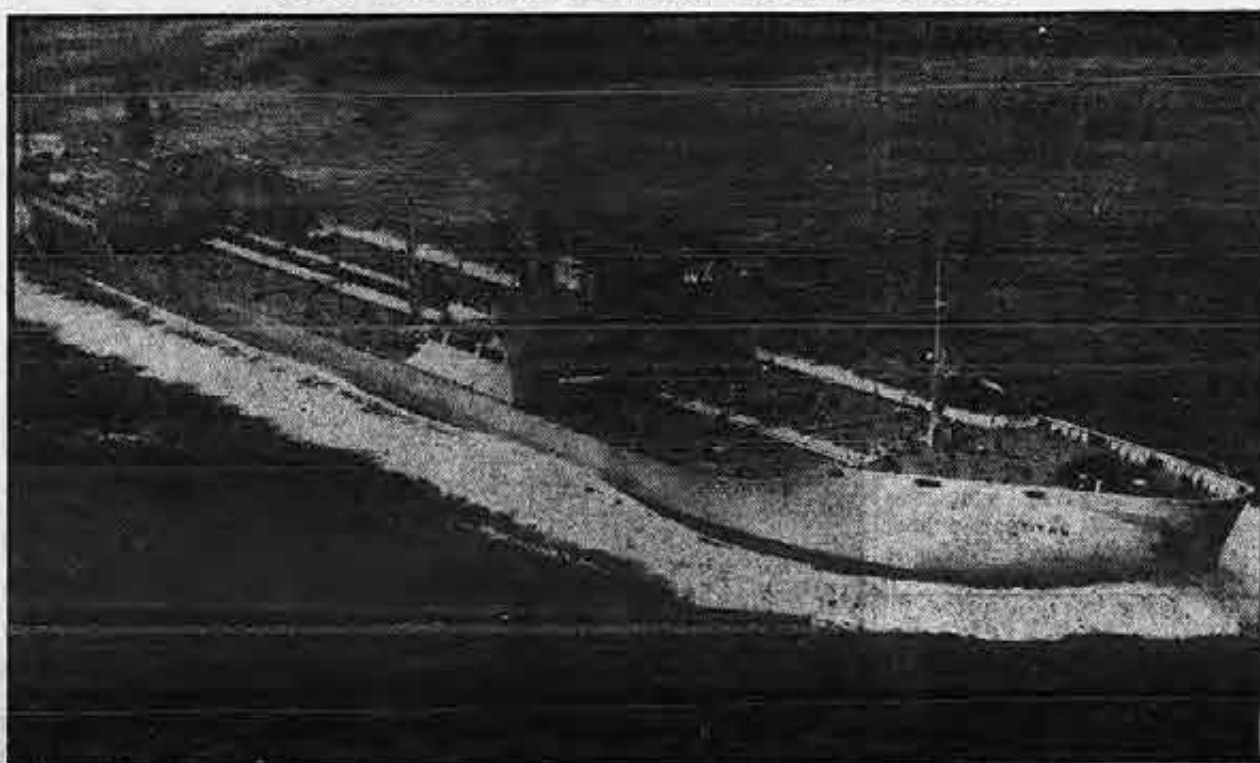
One-Year Rule Ok'd By MCS

SAN FRANCISCO—By a margin of nearly 20-1, the members of the Marine Cooks and Stewards Union have approved a time limit of one year on ships for full book members.

The lopsided margin—the biggest ever given any proposition put to an MCS vote—was announced by the ballot counting committee at the headquarters meeting of August 11. The committee's report was adopted and the proposition became effective the following day, August 12.

According to the terms of the ballot, all steward department members on MCS-contracted ships, who were employed for one year or more on August 12, are to voluntarily terminate their employment. About 250 men, it is believed, will be affected immediately.

SIU-Manned Tanker Is A BIG One

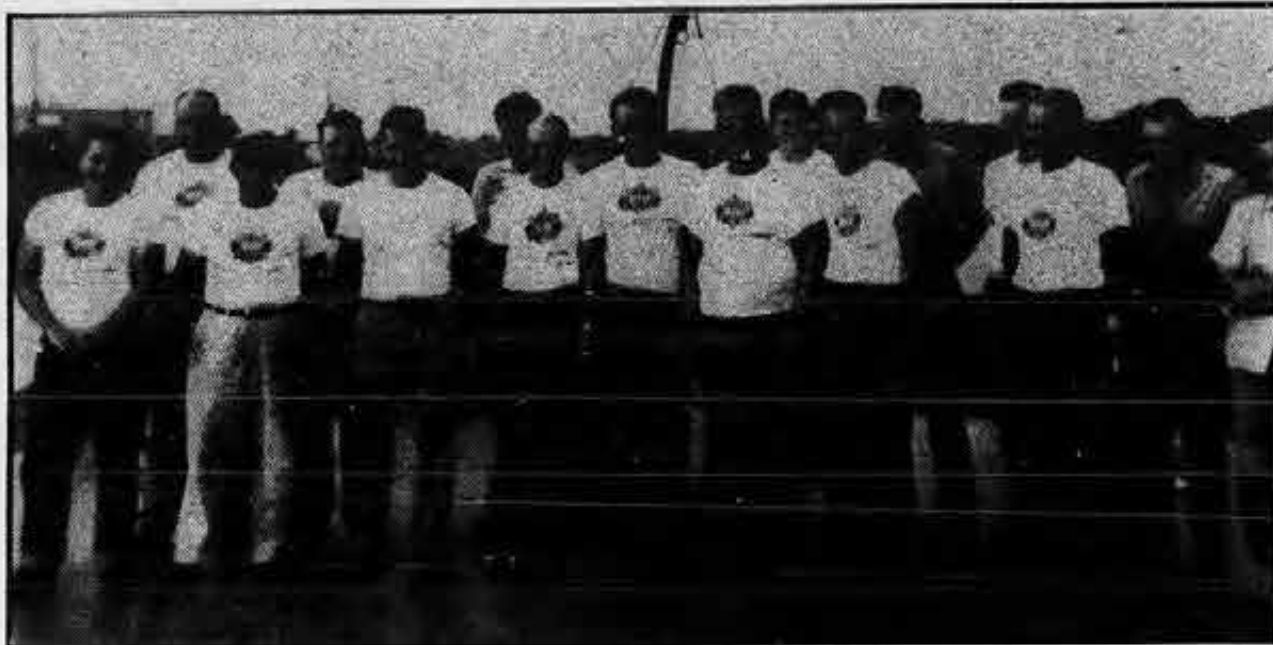


SS Titan, 46,000-ton giant supertanker, is a mere 735 feet long. Roller skates or bicycles are advisable to get up forward from back aft. Vessel went to Poland with grain on maiden voyage.

News of SIU INLAND BOATMEN'S UNION

INLAND BOATMEN'S UNION • SIU ATLANTIC, GULF, LAKES & INLAND WATERS DISTRICT
INLANDBOATMEN'S UNION OF THE PACIFIC • SIU OF NORTH AMERICA

Gellenthin Signs For Substantial Wage Gain, Welfare Coverage



Happy with wage increases ranging up to \$220 per month, Gellenthin men on oil barge Argoil proudly display their SIU t-shirts.

PHILADELPHIA—Substantial wage increases, welfare coverage and other solid benefits have been negotiated by the SIU Inland Boatmen's Union for crews of the Gellenthin Barge Line fleet. The negotiations were conducted in conjunction with Local 101, Marine Engineers Beneficial Association.

The agreement, ratified by the membership, calls for wage increases of \$110 to \$220 a month over a three year period. The crews also will get coverage via the SIU's deep-sea welfare plan.

During the first year, the increases run between \$22 to \$132 a month depending on rating or li-

cense. All hands will then get an additional \$44 monthly the second year and another \$44 a month for everybody the third year.

Included in the agreement are 12 days' vacation annually, ten paid holidays, travel pay and other benefits. Each Gellenthin tug will now carry a licensed engineer.

The contract, which took effect

July 16, was ratified by a 19 to one vote.

Formerly non-union, Gellenthin was organized successfully by the two unions after a grueling 3½-month organizing campaign. The effort reached its climax April 18 when Local 101 and the IBU won a National Labor Relations Board election by 15 to 2, with four challenges.

The election was arranged only after Gellenthin had been picketed for three months in Paulsboro, NJ; Camden, Marcus Hook, Philadelphia and Wilmington. The strike came after an engineer was fired for union activity involving Local 101, MEBA.

Gellenthin uses five tugs and five barges to haul oil, principally on the Delaware River, on behalf of such customers as Esso, Sinclair, Atlantic and Gulf Oil.

Baltimore Boatmen Elect Committee For Pact Talks

BALTIMORE—SIU Inland Boatmen's Union members meeting here last month elected committees which will be charged with formulating contract demands with the major tugboat firms. Present agreements will expire on the 20th of next month, according to officials.

The major Baltimore towing companies concerned are: Baker-Whiteley Towing Co., Baltimore Towing and Lighterage, Curtis Bay, Harper, and Atlantic Transport Tug Company.

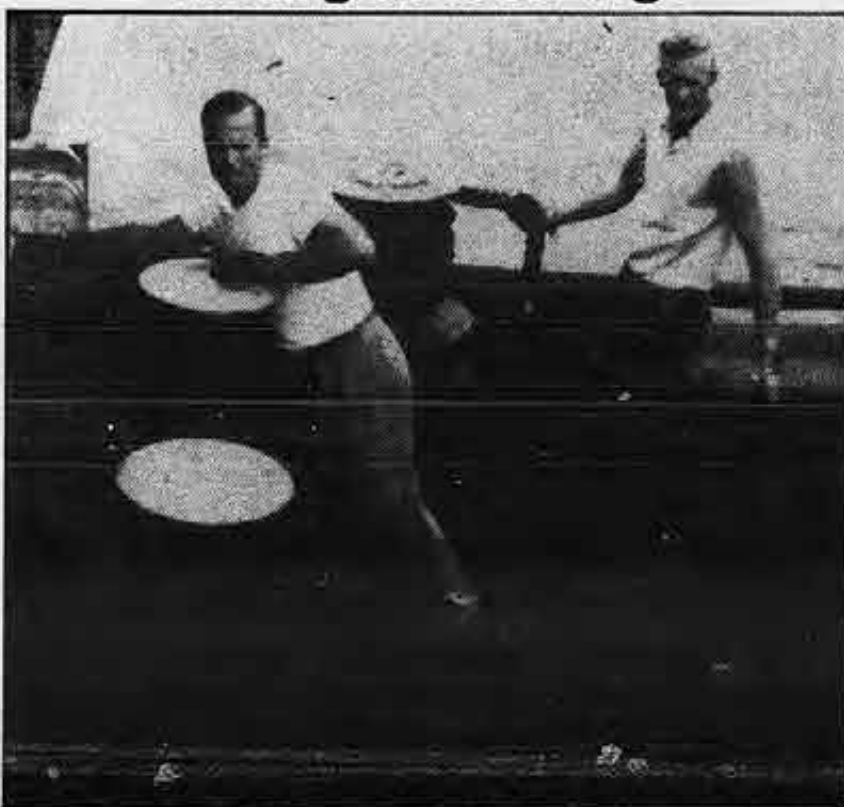
The IBU also won a three-year contract with the Berg Towing Co., which calls for a five percent wage increase for the crew operating two tugs out of Chesapeake City, Maryland. Additionally, the new agreement provides for up to 15 days' vacation for the tug employes after three years of service with the company.

Other recent contract signings covered:

The SS Bay Belle (Wilson Excursion Lines, Inc.), calling for a \$20 per month increase for the vessel's 29 crewmen, or a \$60 a month total increase over the three-year period. A similar pact was signed with Port Welcome

Cruises, Inc., covering 14 crewmembers aboard the cruise vessel MV Port Welcome.

Hooking On To A Barge



Henry Rice (front) and Harold Daniels, Jr., of the tug Evelyn (C. G. Willis) make fast to a barge at Paulsboro, New Jersey.

The activities of the various inland boatmen, railroad marine tugs, deep sea tugs and harbor craft under the SIU banner are dealt with here. The SIU family includes various groups of boatmen throughout the nation—on the Atlantic and Gulf Coasts, on the Mississippi and Ohio Rivers, the Great Lakes and in Pacific Coast ports. These craft operate in support of deep sea shipping and supplement such shipping in confined waters. Their activities concern all seafaring trades.

Rails Stall Tug Pact; See Tieup

Tired of stalling tactics by railroad negotiators, the Greater New York Harbor Council, representing railroad marine workers, has notified the Railway Mediation Board of its intention to strike the roads. Involved are tugs of the Pennsylvania, New York Central, B&O, New Haven, NY Dock, Bush Terminal and Brooklyn Eastern District Terminal.

Included in the Harbor Council are 800 railroad marine deckhands of the SIU Inland Boatmen's Union. At stake in the talks are demands for higher wages, deep-sea type welfare benefits and greater job security.

At the last negotiation meeting, the SIU, Marine Engineers Beneficial Association and the Masters, Mates and Pilots notified the railroads that the unions were willing to accept the recommendations of the fact-finding board now working on the national non-operating railroad workers contract.

The board has recommended a 10 cents an hour increase over the next two years, of which five cents would be in wages and five cents in fringe benefits.

The SIU—as have the other unions involved—has demanded that SIU railroad deckhands be protected by the provisions of the Union's own Welfare Plan, rather than by an outside insurance company set-up as at present.

The railroads claimed that the difference between contributions to their own outside insurance set-up and the SIU plan would amount to 58 cents a day reflecting the inferiority of their present set-up. The railroads proposed that this 58 cents be taken out of the 10-cents-an-hour increase. This would have left 22 cents a day—less than 3 cents an hour—as a wage increase, a proposal unacceptable to the Union.

Another point of issue was that relating to establishment of a minimum manning scale as asked by the unions, and particularly the companies' refusals to give the unions any voice in personnel reductions.

Under the present set-up, a company can furlough a man indefinitely, without giving him severance. The Union is seeking a system which would protect a deckhand's job with his own railroad and at the same time give him first call on any open jobs on the other roads.

Union Seeks Jersey Site For IBU

The SIU is currently looking for a site to house the Railroad Marine Division and other segments of the Inland Boatmen's Union in the port of New York. The location will probably be either Hoboken or Jersey City at a point in either port which is generally convenient for the 800 members of the railroad group as well as other boatmen and harbor workers.

Transportation, parking facilities and other conveniences are elements in the choice of a suitable location.

G. P. McGinty, representing the boatmen's division, said that any site chosen should be large enough to house recreation and eating facilities for the membership along with space for administrative offices and other needs.

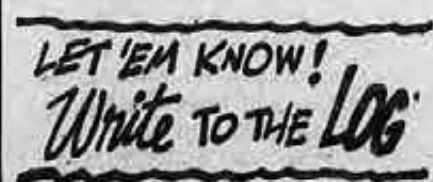
The railroad tug division of the IBU represents employees of seven railroads in the metropolitan area: the Pennsylvania, New York Central, New Haven, Baltimore and Ohio, Brooklyn Eastern District Terminal, Bush Terminal and New York Docks.

Tug Group Raps Inland Tolls Plan

Representatives of the inland waterways industry have attacked a proposal calling for a toll system on various inland waterways. The proposal, which has been submitted to the Senate Interstate and Foreign Commerce Committee, calls for user tolls for all highway, airway and inland waterway facilities constructed, maintained or operated with Federal funds.

The proposal was submitted by the Association of American Railroads. The railroads have argued that they have to build and maintain their own right-of-way at their own expense, and that Federal maintenance of highways, airfields and waterways is an indirect subsidy to competing modes of operation.

The water operators, replying through the American Waterways Operators, Inc., claim that tolls of this nature would result in the destruction of the waterways industry, since it would compel considerable rate increases and divert traffic to pipelines. Petroleum products are the largest single item of waterways tonnage, and tolls of this nature would not result in the railroads getting any additional business, the water operators argue.



News of SIU INLAND BOATMEN'S UNION

Tugmen, Dredge Employees On Lakes Work In Harmony

The Tug Firemen, Linemen, Oilers and Watchmen's Association and the International Dredge Workers' Union, through their recent affiliation with the SIU, have become part of the SIU's growing family which encompasses the many branches of the maritime industry.

SIU President Paul Hall, on May 1 of this year, presented the two unions with charters at their River Rouge, Michigan, headquarters. The unions occupy the building that houses the SIU's Great Lakes District headquarters.

The Tug Workers' grand president is Gus Wolf; the Dredge Workers' president is Bob Jones.

The two unions, representing some 21 companies and a total membership of nearly 1,000 members, are under separate charters, but because of their closely related work are dependent upon each other. The Tug Workers' 112 tugs work hand in hand with the Dredge Workers' 80 derricks and dredges—so it naturally follows that their union organization and goals are much the same.

Merged In 1906

Back in 1901, the Tug Workers were a small number of independent locals in the Great Lakes. Five years later they merged and created a Grand Lodge. This was the beginning of what was to become the strongest union for tug workers on the Lakes.

At present, the Tug Workers represent close to 95% of the tug companies on the Lakes, reaching as far as Waterford, N.Y., and up the St. Lawrence Seaway to St. Regis. Four vice presidents—one in Chicago, Buffalo, Duluth and Cleveland—are needed to help in this vast organization.

Near the turn of the century the Dredge Workers also began their organization of the Lakes. They were then known as the International Dredge Workers' Protective Association and the head was called the Grand President. With their recent SIU affiliation the union's name and the title changed. Like the Tug Workers, the Dredge Workers represent close to 95% of the companies in their industry.

Tugman Wolf traces his lineage to 1912 when he first worked on the tug Buffalo. He later became delegate for the Buffalo local and then served as its president for 15 years. The apex of his career was in 1937 when he was elected Grand President of the Tug Workers, and he has held this position ever since.

Started In 1932

Dredge Worker Jones, a comparative youngster in his field, started as a shoregang worker in 1932. The following years found him serving as a steward off and on until 1957 when he became president of the Sault Ste. Marie local. Two years later Jones became President of the Union.

Wolf, reflecting upon the present policy and working machinery of his union, said that the Tug Workers have come a long way since the union began.

Under the reorganization, Wolf proudly explained, the members regulate their finances through the election of a member-auditing committee and have the final say as to the operation of their union.

"And now under the supervision of a certified public accountant

who oversees the Dredge Workers' books as well as ours," said Wolf, "a more accurate and true picture of the union is maintained." Each local has a complete file on record in its headquarters in River Rouge.

"Because of the way we handle things," he added, "we're always glad to have members drop in at our headquarters and look their office over."

Both unions have, over the last 10 years, won for their members such benefits as non-occupational insurance, sickness and accident coverage, Blue Cross-Blue Shield coverage and a personal life insurance policy. Hopes are high for a pension plan that, if negotiated, will go into effect in 1961.

The unity between the two unions is seen in the work they perform. The Tug Workers move the Dredge Workers' equipment, so there must be harmony; otherwise, nothing would be accomplished. As the two Presidents put it: Wolf does the pulling and Jones does the digging.

Wolf explained that a tug normally has a crew of four. Besides the captain and engineer, there is one oiler and one lineman. On larger tugs there may be two linemen. Tugs are either dredge tugs or vessel tugs. The dredge tugs pull dredges, scows, derricks and any other dredging equipment that needs to be moved.

As for vessel tugs, two of them usually handle one ship. One tug pulls while the other tug steers the ship being moved. Here is where knowledge of the trade is paramount, said Wolf. The lineman must be able to handle the towing lines with speed and without much instruction.

Lineman Can't Wait

"If a lineman waits for an order from the captain to shift his lines it would be too late in most cases," he said. "You can't wait for an order; you have to know what to do."

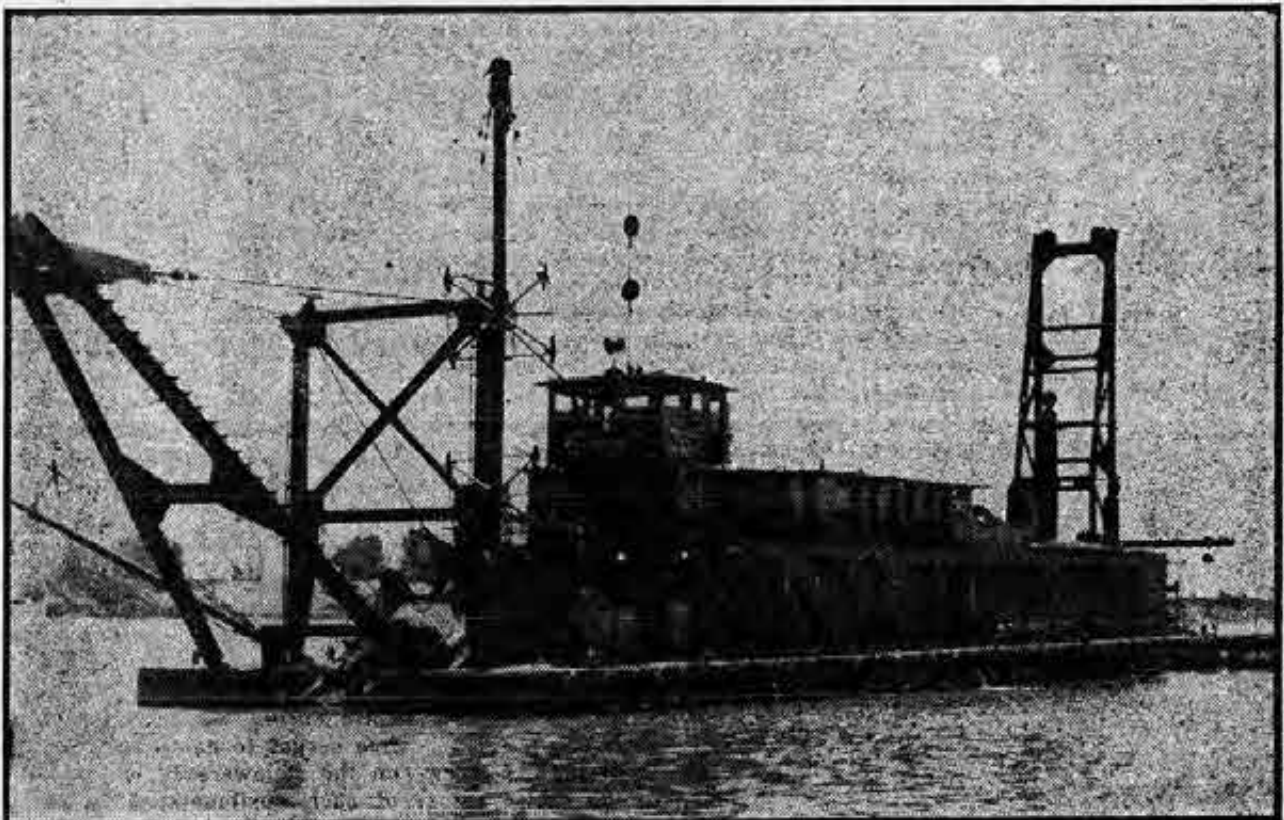
Speaking of the dredging industry, Jones says there are four different types of dredges: derrick, hydraulic, dipper and bucket. Dredges usually carry a fireman, oiler, deckhands and pipeline men. The two deckhands operate the winches as well as maintaining them. Pipeline workers include the shoregang. On a scow, which is a flat barge with compartments that dump mechanically, a scowman is maintained to operate it.

Many of the jobs the Tug and Dredge Workers have undertaken include the largest ever done in the industry. It took the full 1953 season to lay an oil pipeline across the Straits of Mackinac. At one time, five derricks and three dredges were working on this project. The two unions also had a hand in dredging the abutments for the Mackinac Bridge.

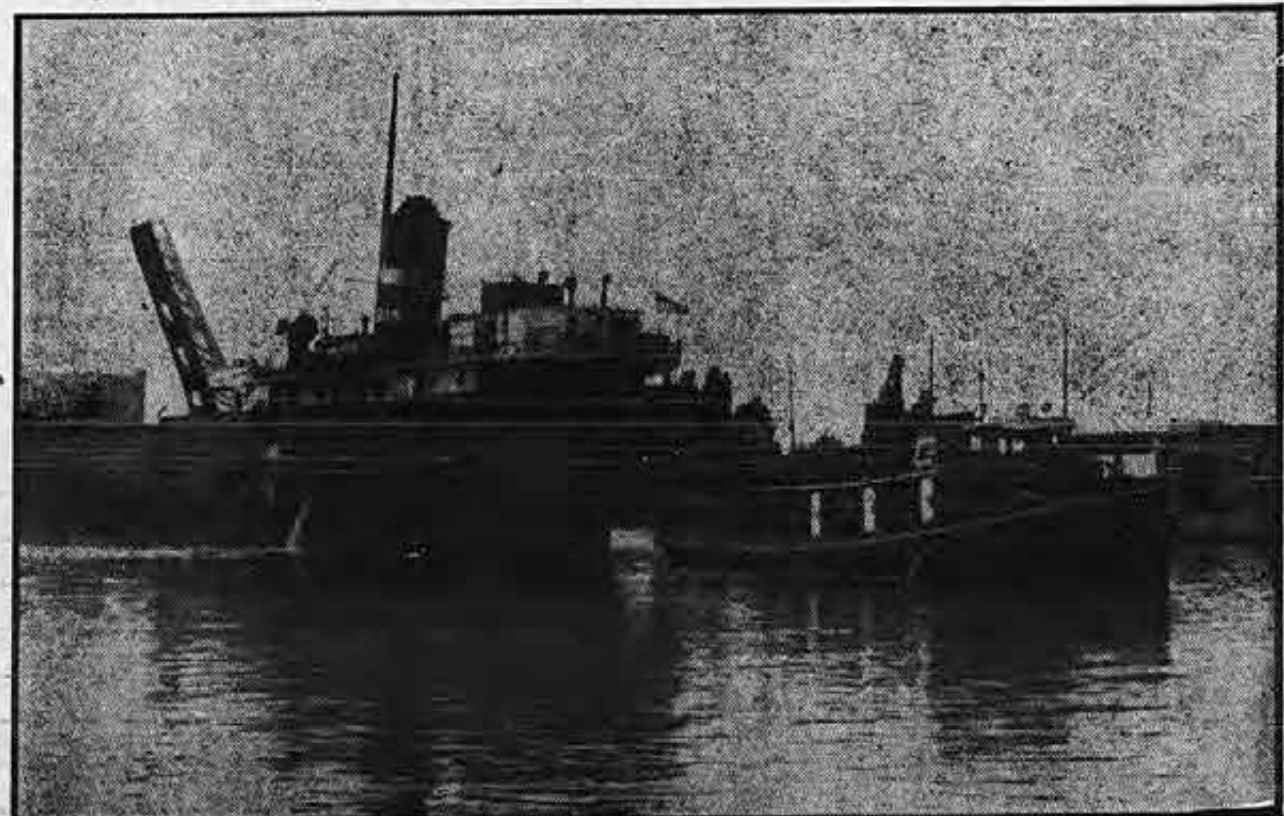
Presently the unions have combined their efforts in dredging the approaches and channels for a gigantic powerhouse to harness the power of the Niagara Falls. The cost of this project will exceed the total monies spent on dredging the St. Lawrence Seaway.



Crewmembers of SIU-affiliated dredge Three Brothers (Price Brothers-McClure) took break from noonday sun to pose for this picture. From the left are Bob Jones, Dredge Workers' president; Roland Meilie, oiler; Joe Willard, deckhand; Ernie Csizmar, mate, and Ronald Barque, deckhand.



Here dredge Three Brothers pumps out dirt from bottom of Maumee River in Toledo. It takes 25 dredge workers to keep this dredge working around the clock.



SIU-affiliated tug Superior is at work pulling Great Lakes freighter through River Rouge Basin. Another Tug Workers' Union tug, not shown, is behind freighter, guiding it through narrow channel.

News of SIU GREAT LAKES UNION

OF THE SIU ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT

START VOTING FOR GT. LAKES UNION POSTS

Balloting for officers in the SIU Great Lakes District's biennial election began in all SIU halls and on all SIU-contracted boats on August 1.

All nominations for elective offices, received by the office of the Secretary-Treasurer, have been examined by the Credentials Committee and found to be in order.

Nominated for Secretary-Treasurer was Fred J. Farnen; Assistant Secretary-Treasurer, Stanley F. Thompson; Alpena agent, Norman Jolicoeur and James Gamble; Buffalo agent, Roy J. Boudreau, Thomas V. Hydock and Julius H. Johnson; Cleveland agent, Stanley Wares; Duluth agent, Matt A. Anttila, James La Gosh, Sumner E. Thompson and Gerald C. Westphal; Frankfort agent, Glen H. Beaucock, Floyd R. Hanmer and Opal W. Robinson.

The ports of Toledo and Chicago remain organizational centers.

The membership-elected Credentials Committee met in SIU headquarters on July 17 to examine the qualifications of all candidates. The committee, composed of Jack Pearl, chairman, Elmer Hebard, recording secretary and William Walker, committee member, reported that they found all of the nominees qualified to run for office and recommended "that a ballot be drafted in conformity with the constitution."

All SIU candidates for office, under the SIU's constitution, have been full book members for two years and in good standing for six months before the time of nomination. The only exceptions are the offices of Secretary-Treasurer and Assistant Secretary-Treasurer. Members seeking one of those positions are required to have served as an SIU Great Lakes District Port Agent for at least one full term.

Submitted In Writing

All nominations were to have been submitted in writing by registered mail or in person to the office of the Secretary-Treasurer between July 1 and July 15 of this year.

Voting is now being held each day of August until every qualified SIU member has had the opportunity to vote. The secret balloting will take place only when there are three full book members in good standing to check members' books and to guard the ballot box. Ballot boxes will be taken aboard each SIU-contracted ship.

An Election Committee composed of three full book members and three alternate full book members in good standing will make up the two judges and four clerks to be elected in each port to canvass the returns.

Under the SIU constitution each voter must show his full membership book proving he is in good standing and has not already voted in the election. After marking the ballot, the member will fold it and give it to the judge, who will in turn tear off the numbered stub and deposit the ballot. The com-

mittee will then stamp the voter's book in the proper column for the month and year of the election. Unqualified ballots will be destroyed.

After every qualified voter has had a chance to vote, the judge will then count the numbered stubs, check them against the clerk's count, seal the stubs in an envelope and then deposit them in the ballot box.

Ballots Sealed

The ballots will also be sealed in an envelope and a paper will be signed by each member of the committee and pasted on the back of the envelope. The ballot box will then be sealed and each committee member will sign the seal. This procedure is repeated each time voting takes place.

A ballot box will be taken aboard each SIU-contracted ship at least once during the election by an official of the Union. A committee of three full book members will check the seal over the mouth of the ballot box to see if it has been tampered with, and if the proper signatures are on it. After the men on the ship have voted, the balloting committee will again seal the mouth of the ballot box and sign it.

In the first meeting in September in all ports, the membership-elected Election Committee will open the ballot boxes and count the number of votes for each candidate. The ports will then forward all ballots to the SIU's headquarters to the Committee on Election.

The ballots from all the ports will then be tallied showing the number of ballots cast and the number of votes. All torn or disfigured ballots will not be counted. The candidate receiving the highest number of votes for any office will be declared elected and will take office within 15 days after being notified.

Any full book SIU member in good standing who wishes to be present during the canvass will be admitted after showing his membership book.



The Credentials Committee for the 1960 SIU Great Lakes District's biennial election examines the qualifications of the nominated candidates. The membership-elected committee, from the left, consists of Jack Pearl, chairman; William Walker and Elmer Hebard, recording secretary.

PIONEER, BUCKEYE CREWMEMBERS WIN SIU JOB SECURITY PROGRAM AND GREAT LAKES WELFARE PLAN

The unlicensed seamen of Buckeye and Pioneer (Hutchinson & Company) have joined their brothers in the Steinbrenner fleet by gaining the full protection of the SIU's Job Security Program and the Great Lakes Welfare Plan. The Steinbrenner Company (Kinsman Transit) signed its contract last month.

The contract signing on July 27 by company secretary Charles Hutchinson and by SIU Director of Organization Al Tan-

ner climaxed a series of negotiating sessions held in Cleveland.

This completes the first phase in the over-all plan of the SIU for Buckeye, Pioneer and Steinbrenner crews, who only a short time ago voted for SIU representation by overwhelming margins.

The Buckeye seamen voted 77 for the SIU and 18 for "no union" while the Pioneer seamen voted 213 for the SIU and 94 for "no union." The Steinbrenner seamen gave the SIU 120 votes to 7 for "no union" and 5 for the Lake Sailors Union (Ind.).

The SIU has already begun servicing the Steinbrenner fleet via the SIU's launch based in Algonac. Through meetings held aboard the Steinbrenner boats, the unlicensed seamen are now electing crewmembers to represent their fleet at a meeting at the SIU's headquarters. At this meeting, working rules and contract matters affecting life and work aboard ship will be discussed. The SIU will notify each representative by telegram as to when and where to report.

Will Board Boats

As soon as vessel passes are received from the Hutchinson Company, SIU representatives will also be boarding the Buckeye and Pioneer boats to start the ball rolling on their working contract. The same procedure will be followed as in the Steinbrenner fleet.

The Hutchinson Company, in the contract signing, agreed to the full provisions of the Job Security Program, the Welfare Plan and an interim agreement which provides for recognition of the Union and other basic features found in all contracts. The interim agreement also provides for negotiations to take place on the matter of working rules. All of these were

promised during the organizing campaign.

The SIU now has on record crew lists of all the unlicensed seamen who were employed by the Buckeye, Pioneer and Steinbrenner fleets. Qualified members have been sent full SIU membership books without the payment of an initiation fee or any other fee. Again the SIU urges any Buckeye, Pioneer or Steinbrenner seaman who was eligible to vote and has not submitted his application for a full membership book to write or contact the SIU.

Al Tanner hailed the recent signing of the Job Security Program and the Welfare Plan by Buckeye and Pioneer as "another outstanding example of responsible collective bargaining and good faith by both the company and the Union."

The latest development in the SIU's record-smashing election victories adds to the SIU's season-ending win last December when the unlicensed Reiss seamen voted overwhelmingly for the Union. The Reiss crews have since ratified a working rules contract.

The SIU Great Lakes Union is a union of, by and for Great Lakes seamen which has made tremendous progress in advancing the security of SIU men sailing under its banner. One of its greatest accomplishments is the seniority and job security system which gives Lakes men protection under the seasonal shipping set-up. Once confined to inland waters, activities of SIU men on the Lakes now have greater significance with the opening of the Seaway and its use by hundreds of deep sea ships. The Lakes have become America's fourth seacoast and developments there are of increasing interest to all men in the SIU family of unions.

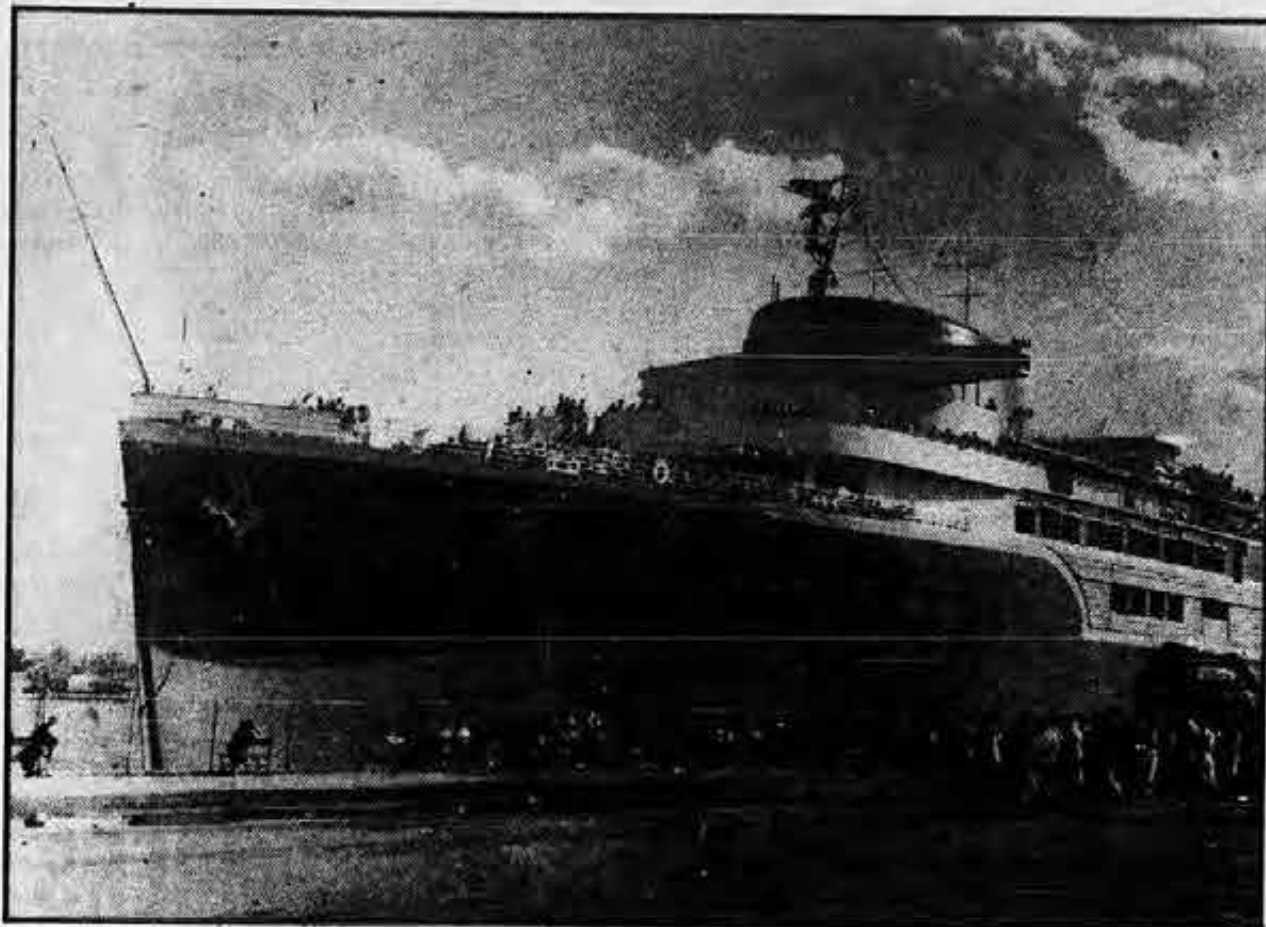
Great Lakes Shipping July 1 - July 31, 1960

PORT	DECK	ENGINE	STEWARD	TOTAL
Alpena	23	26	11	60
Buffalo	20	18	10	48
Chicago	31	23	9	63
Cleveland	44	44	15	101
Detroit	159	88	61	308
Duluth	25	35	13	73
Frankfort	23	34	37	98
Toledo	31	22	14	67
TOTAL	356	290	170	816

SIU Great Lakes Union Halls

HEADQUARTERS
10225 W. Jefferson, River Rouge 18, Mich.
Vinewood 3-4741
Fred J. Farnen, Secretary-Treasurer
Stanley F. Thompson, Asst. Sec.-Treas.
ALPENA 127 River St.
Norman Jolicoeur, Agent, Elmwood 4-3616
BUFFALO, NY 85 N. Pearl St.
Address mail to: 890 Main St.
GRant 2728
CHICAGO 8383 Ewing Ave.
South Chicago, Ill.
SAGinaw 1-0733
CLEVELAND 1420 W. 25 St.
Stanley Wares, Agent MAIN 1-0147
DULUTH 312 W. 2nd St.
Matt Anttila, Agent RANDolph 2-4110
FRANKFORT, Mich. 312 Main St.
Address Mail to: P.O. Box 287
Glen Beaucock, Agent ELgin 7-2441
TOLEDO 120 Summit St.
CHerry 8-2431

News of SIU GREAT LAKES UNION



Relaxing in recreation room of Aquarama (above) are SIU crewmembers (l-r) Ernest Squires, lookout; Bill Albright, oiler; Albert Strauss, watchman, and Shirley Ayers, OS. In photo at top left, Aquarama is shown being boarded by passengers at its Detroit dock at the foot of West Grand Blvd. The pleasure ship, a converted C-4 which is now making daily cruises from Detroit to Cleveland, provides dancing, floor shows, movies, games and ample room for passengers' cars.

SIU Crews Keep Busy On Pleasure Cruises

The passenger season is in full swing with all of the SIU-contracted excursion boats now operating in the Great Lakes. Besides the Bob-Lo boats, which were reported on in the last issue of this newspaper, the North American and the South American boats (Georgian Bay Transit Co.), the Aquarama (Mich.-Ohio Navigation Co.) and the Milwaukee Clipper (Wis. & Mich. Steamship Co.) are taking fun seekers on trips throughout the Lakes.

The North and South American offer two, five and seven-day cruises to almost every port on the Lakes as well as to the Georgian Bay area. Outside cabins, excellent food (prepared by the SIU galley crew), bar and entertainment are only part of the many extras a passenger gets when he sails on these ships.

The sleek Aquarama, a converted C-4, is now making daily cruises from Detroit to Cleveland, giving Lake travelers a chance to see what an ocean ship is like. Dancing, floor shows, movies, games and ample room for passengers to take their cars with them is part of the service to be found on the Aquarama.

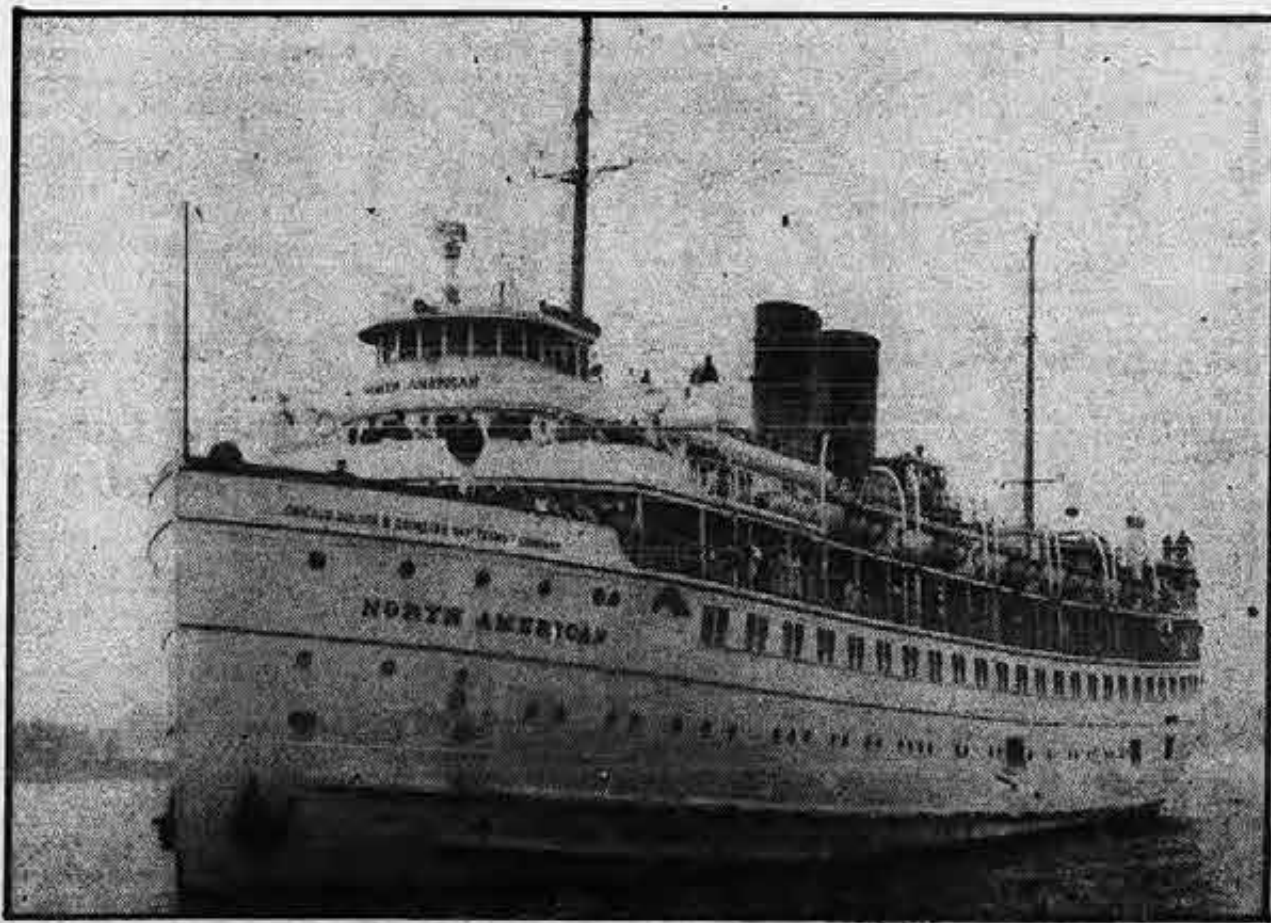
The speedy Milwaukee Clipper cruises daily from Milwaukee to Muskegon in about six hours. Passengers, by taking their cars aboard this SIU-contracted ship, save many miles of driving and enjoy the cool breezes from Lake Michigan. After the close of the passenger season the Clipper carries new cars from Milwaukee to Muskegon.

All of the SIU-contracted pleasure boats are manned by SIU crews whose first job is passenger safety and comfort. Everything possible is done by these SIU seamen to see to it that the passengers have a smooth and enjoyable cruise.

An example of this was the recent grounding of the North American on a sandbar just out in the harbor off Ogdensburg, N. Y. All 347 passengers were taken off the boat safe and sound so they could continue their journey by rail. Not one casualty was reported by passengers or crew. Tugs then came to the aid of the stranded cruise ship and after a few days of work freed her. The North American is now running again.

A full house of able bodied seamen on the North American are (l-r) Luther Clendenin, AB; Felice Agosta, AB; Del McGee, AB; Mike Hazen, AB, and Joe Walsh, AB.

In photo at left, North American is shown arriving at Detroit from Mackinac Island. The North American, together with her sister ship, the South American, offers pleasure seekers two, five and seven-day excursion cruises to almost every port on the Great Lakes, as well as to the Georgian Bay area.



MEDICAL and SAFETY

Caution Pays Off On Tropical Trip

By Joseph B. Logue, M.D.
Medical Director, Seafarers Welfare Plan

Travelers to the tropics should not be carried away by the luxurious notions shown on posters or the idea of an exotic paradise as it is often depicted on the screen and in fiction. Neither should they be too pessimistic and think only of possible disease and bad climate. A middle ground would be a more accurate picture of the facts.

Life in the tropics can be safe, pleasant and healthy. There should be no undue apprehension about disease or other conditions that may be encountered. Most tropical diseases are well-known and can be prevented or cured with our present-day knowledge of medicine. The mysterious maladies are mostly in fiction.

For seamen and other travelers it is as essential here as anywhere to attend to matters of personal hygiene and follow elementary health safeguards.

Precautions Stressed

Precaution is necessary in food preparation and handling, in water purification and in seeking protection from bites by animals and insects. Adjustment in physical activity, proper clothing, rest and alcohol beverage consumption should be tempered with common sense. With these precautions, a pleasant and happy trip can be anticipated.

The first-time traveler to the tropics would do well to consult with his physician to determine that he possesses no physical conditions that would be jeopardized by travel in tropic regions.

Adjustment to the heat, light and humidity, both physiologically and mentally, are usually necessary in any event.

Water, both for consumption and bathing, must be non-contaminated. If there is no approved sani-

tary water supply, water must be boiled and/or chemically treated. Salt water bathing should be in non-polluted areas, however inviting they may seem, and where there is no danger from marine life.

One of the principal causes of disease in the tropics is contaminated food. All food, except certain skin fruits, should be cooked; then later, thoroughly washed and individually peeled. Food that is well cooked is often contaminated by food handlers.

Beware of Insects

Many tropical diseases are transmitted by insects. Probably the most prevalent in most areas is malaria, for which adequate protection should be obtained, such as screening or chemical decontamination gear. Anti-malaria drugs, either for prophylaxis or treatment, should be available. Flies and many other insects carry disease by contact or are a nuisance factor.

Immunization procedures should be rigidly followed, and an International Certificate of Immunization properly certified as to the type of immunization, depending on the area in which you travel. Seamen normally have these documents and should always carry them for their own convenience and protection.

All of this may tend to discourage travel or living in the tropics, though the writer has spent seven years in the tropics with no untoward results. Tropical living has many advantages; it can be pleasant, profitable, enjoyable and the Southern Cross never ceases to be a wondrous sight.

Labor's
Holiday...

LABOR DAY

Sept. 5, 1960

MAKE IT
SAFE

At Sea
Ashore
At Home
Everywhere!

Safety Posters Start Coming

Entries have already been received from a number of Seafarers for the Safety Poster Contest announced by the Safety Department last month. All Seafarers eligible for SIU Welfare Plan benefits can enter their original poster designs on any of the following subjects: (1) General Shipboard Safety, (2) Deck Department Safety, (3) Engine Department Safety and (4) Steward Department Safety. Four transistor radios and four electric shavers will be given as first and second prizes in each subject. A fully-equipped Polaroid flash camera will be awarded as the contest grand prize. Entries should be submitted with a return address to: Safety Department, SIU Welfare Plan, 11 Broadway, New York 4, N.Y., before Jan. 1, 1961.

Labor Day: Safety Campaign For All

By Joe Algina
Safety Director, Seafarers Welfare Plan

Why is it every time the calendar comes up with a three-day weekend there seems to be a nationwide effort to equal or top estimated accident figures announced before the holiday? No one has yet come forward with an answer to that one, but the net result always seems to be the same.

By the time the weekend finally ends, 500-600 more Americans wind up on the fatality lists, and thousands more are injured on the waterways, beaches, highways or right at home. These figures don't even take into account casualties on the job during long weekends, since some people are always at work while everyone else is taking it easy.

Most Seafarers fall into the working group, as they are generally aboard ships at sea or in port. Even though Memorial Day, July 4th and Labor Day are shipboard holidays, the hazards present aboard ship are no different on those days than on any other.

Work for the safety and operation of the vessel must continue wherever the vessel happens to be. But, like everywhere else, there are accidents aboard ship that a little extra care could and would have prevented. We all know that.

The problem that presents itself ashore, however, is something entirely different. Long holiday weekends seem to breed accidents; at least that's the way things seem to work out. And this affects all of us, whether seamen, bakers, machinists, college professors or bankers.

It's with this in mind that the labor movement, on behalf of its own members and all Americans, is trying to make this coming Labor Day a safe and sane holiday for all hands.

Needless to say, the labor movement has a special interest in what goes on during the Labor Day

weekend. In many ways, the holiday has long ceased to have any meaning except as an excuse for a last-chance-of-the-summer spree. The recklessness that results produces a terrific loss of life and limb.

Labor Day, after all, is an occasion to commemorate the progress of America as typified by the progress of its working men and women. The best sign of this progress is the ability of most Americans to have leisure time away from the job, plus the wages and conditions that make it possible to enjoy this time off at home or away.

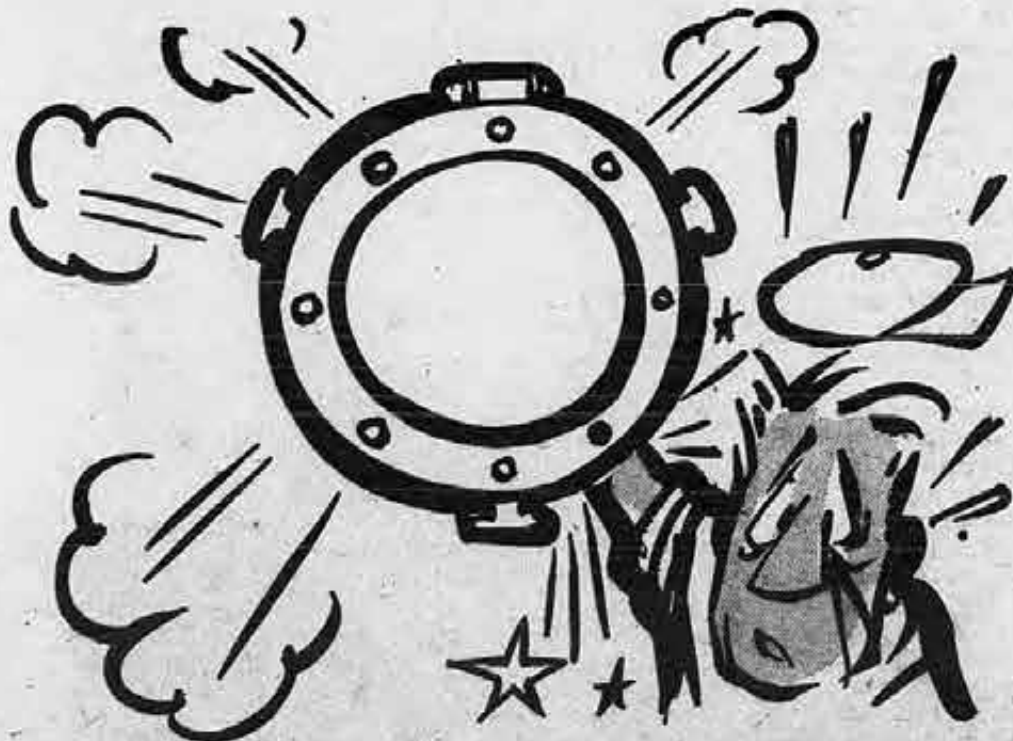
And it's the careless touch of the car accelerator, poor swimming and boating safety habits or the loosely-tended charcoal fire that destroys and detracts from this purpose. This Labor Day, let's all of us try a little harder, each acting as a committee of one, to make the holiday a safe and memorable one instead of another "Memorial" Day. We could do with a little of the same all year 'round, but Labor Day would be a fine time to give it a start.

Blood Donor Center In NY

Seafarers are reminded that appointments for donors to the SIU Blood Bank can be made at any time on the 2nd deck at SIU headquarters. Blood donations are made at the New York Health Center of the SIU Welfare Plan, just one block from the hall, and take only a few moments.

Hook Back The Porthole Cover!

Porthole covers usually have provision for hooking them back so that they don't swing free with the motions of the ship. Then, if a crewmember sticks his neck out of a port, he can do so with the comfortable knowledge that it will still be intact a moment later.



An SIU Ship Is A Safe Ship

SOCIAL SECURITY • FOOD and SHIP SANITATION

Birth Of Social Security



Broad smiles were in evidence 25 years ago when the late President Franklin D. Roosevelt signed the Social Security bill on August 14, 1935. From modest beginnings, the Social Security System has come to represent major economic aid, supplemented by union benefits, for US aged. Group around the President at the signing included late Sen. Robert F. Wagner (D.-NY), third from left, author of the Wagner Act that protected collective bargaining rights of workers. Behind FDR is Mrs. Frances Perkins, first and only woman to serve as US Secretary of Labor.

Sanitation & Food-Handlers

By Cliff Wilson, Director, Food & Ship Sanitation Department

Ship sanitation, especially for food handlers, is primarily a matter of common sense. The ship is the sailor's home during a sea voyage, and he has a right to expect that it will provide him with a reasonable amount of comfort and convenience and that necessary precautions will be taken to maintain his health.

From the standpoint of health, present-day travel aboard ship is safe and outbreaks of disease are rare. Where disease occurs, it arises from faulty or inadequate sanitation practices.

The day is long past, however, when a ship or its crewmembers, on arrival from a distant port, is regarded as a floating carrier of disease or contamination. Inspection and controls which have become routine are primarily responsible for this.

The function of the US Public Health Service, from its very beginnings, was to take all necessary steps to prevent the introduction, transmission or spread of communicable diseases from foreign countries into the United States, or from one state to another. This mission has been expanded in great detail, but it still remains a primary PHS function.

Vessel sanitation inspections are necessary not only for the protection of the crew and cargo present aboard the vessel but also to protect those who may come into contact with either the crew or cargo in the future.

Shipboard areas and equipment that require particular attention are several in number. For the purpose of its own inspections, the PHS deals with six major areas on an inspection form that covers over 150 different items. The major items cover the drinking water system, wash water, swimming pools, waste disposal, vermin control and the broad area of food sanitation.

The matter of food sanitation, apart from all others, is naturally critical. About one-fourth of the crew is directly involved in food preparation, storage and service, and all hands consume the end-product of these labors.

Personal sanitation and health among food-handlers therefore is a major consideration. It is elementary that all persons handling food and drink or food utensils and equipment have to observe the rules of personal hygiene and keep their clothing clean and sanitary. At least immediately prior to coming on duty, after any interruption of duty or after visiting the lavatory, hand-washing with soap and hot water is essential.

It's pretty basic also that any person known or suspected of carrying any communicable disease

should not be permitted to handle food in or about food-handling spaces. This applies also to anyone known to be or suspected of having a gastro-intestinal disturbance or who has an open cut or infected wound on the exposed portion of his body.

Avoid Manual Contact

Spaces where food is stored, prepared or served likewise should not be used for sleeping or living quarters. Clothing and personal effects should never be stowed or hung in food preparation spaces.

It follows too that manual contact with food and drink should be avoided wherever possible and that containers and utensils should not be handled by the surfaces which come into contact with food or drink. No animals or fowl should be allowed in any room in which food or drink is prepared or stored, and unnecessary loitering by any person not working in food preparation should be discouraged.

In general, vessels visited by Food Plan consultants observe these basic precautions because common sense would not permit anything else. In all cases, such habits developed or encouraged at the start, pay off in long-term dividends.

Ship Visits Mount Up

A six-month report by the Food and Ship Sanitation Department shows that a total of 911 visits were made to contracted vessels in the five ports served by Food Plan consultants.

This figure represents ship visits by consultants in the ports of Baltimore, Mobile, New Orleans, New York and San Francisco. Most of the vessels were visited several times during the first half of 1960 in whatever port area they could be contacted. The number of visits to ships, by port, were as follows: Baltimore, 158; Mobile, 140; New Orleans, 186; New York, 327, and San Francisco, 100.

In another phase of the Food Plan's activities, two more SIU-contracted companies were added to the list of operators storing "good" grade steak meats instead of the "commercial" grade previously carried. The additions were American Bulk Carriers, Inc. and Suwannee Steamship Company, bringing the total number of companies participating in the steak upgrading program to 49.

A "Bill Of Rights" For All The Aged

By Joseph Volpian

Director, Social Security Department, Seafarers Welfare Plan

In the fast-moving world of today, with its sights on complex goals far beyond the Earth's boundaries, many simple human needs can easily get sidetracked. Right now, with Congressional attention focused on the medical care needs of the aged, many other basic problems of our older citizens demand attention.

To deal with this wide range of problems, Sen. Pat McNamara (D.-Mich.) and a group of liberal Democrats in the Senate have proposed the establishment of a United States Office of the Aging within the present cabinet Department of Health, Education and Welfare. Part of the proposal sets forth a ten-point "Declaration of Objectives for Senior Americans."

Some 16 million Americans are over 65 today and it is estimated that the number will reach 20 million just 15 years from now. According to the Senator from Michigan and the co-sponsors of his bill, "we are faced with a population explosion at the far end of life's cycle."

Instead of a piecemeal attack on the many and varied problems affecting this group, a fully-coordinated effort by a full-time Federal agency is urged. "The scattering of approaches within the Federal Government to problems of older persons," it is noted, "is indicated by the fact that five separate departments have functions dealing with the older persons, and five additional independent agencies are concerned within their specific fields." The result is unnecessary duplication of effort, expense and research, all of which produce meager benefits for the aged.

"Those who have earnestly attempted to work toward solutions have been thwarted by the maze of agencies and organizations directly or indirectly concerned. Little wonder that no appreciable headway has been made in finding a way for our aged to live in dignity and comfort. The aged of our nation need and deserve a high level agency to serve as their spokesman," Sen. McNamara adds.

The legislation calls for different types of grants to the states to help them organize to meet the problem of aging in their areas and to conduct necessary surveys and studies. Project grants of up to \$10 million would also be authorized, so that a total expenditure of less than \$15 million would be involved.

The "Declaration of Objectives for Senior Americans" sets forth the following objectives:

1. An adequate income in retirement in accordance with the American standard of living.
2. The best possible physical and mental health which medical science can make available and without regard to economic status.
3. Suitable housing, independently selected, designed and located with reference to special needs and available at costs which older citizens can afford.
4. Full restorative services for those who require institutional care.
5. Equal opportunity to employment with no discriminatory personnel practices because of age.
6. Retirement in health, honor, dignity after years of contribution to the economy.
7. Pursuit of meaningful activity within the widest range of civic, cultural and recreational activities.
8. Efficient community services which provide social assistance in a coordinated manner and which are readily available when needed.
9. Immediate benefit from proven research knowledge which can sustain and improve health and happiness.
10. Freedom, independence and the free exercise of initiative in planning and managing their own lives.

With the inclusion of the "Declaration of Objectives" right in the bill, the Senators urge its enactment as the declared policy of the United States to assure the aged "a life of recognition, honor and dignity in active retirement."

Union Cites Feeding Progress

More than 150 SIU-contracted vessels so far have received special citations from the Union in recognition of their active participation and progress under the Food Plan since it began early last year.

The certificates, framed and posted aboard the vessels, have gone out to a total of 159 ships operated by some 40 SIU companies. Certificates are also due for a number of vessels returning from extended voyages as well as others who have to date called at ports where a Food Plan consultant is not available.

The citations carry the following text over the signature of SIU President Paul Hall:

"The Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District,

"Takes note that the S.S. . . . has become an active participant in the Food Program of the Atlantic and Gulf-Contracted Companies. We sincerely hope that the participation of your vessel in this Program will contribute to improved shipboard feeding."

Reports from a number of vessels indicate this goal is being achieved. One typical report was succinct and to the point: "Crew well pleased with the food service. General condition of steward department spaces very clean and in good order."



Cubans Hold Up SS Rayvah; Get US \$\$ For Seized Sugar

The SIU-manned Liberty ship, SS Rayvah (Ships & Freights) is due in Casablanca shortly with a load of Cuban sugar, and in its wake, an Alice-in-Wonderland tale of confusion in the ranks of the US Government.

The Rayvah, for, several days, was the innocent victim of economic warfare between the United States and Cuba. As a result of her experience, it was learned that the United States is still pumping American dollars into Cuba for sugar after the President had cut off all Cuban sugar imports to the US, and after the State Department had officially declared that the Cuban government is "now in open league with the Soviet Union and Communist China." Further, the money is being paid for sugar from mills seized by the Cuban government from American owners without compensation.

Over a billion dollars of American-owned business and property has been "intervened" as the Cubans say, by the Cuban government, including 36 American-owned sugar mills worth some \$200 million.

The Rayvah's cargo consists of sugar purchased by the International Cooperation Administration under the foreign aid program. Contracts for this purpose had been made some months ago.

On July 2, as a result of growing Cuban government hostility to the United States and seizures of American property, Congress passed a new sugar quota law giving President Eisenhower authority to reallocate sugar imports. The

following day, Cuba was cut out of the import quota and her share given to other areas, including the Philippines and Hawaii.

Nevertheless, the ICA continued to let charters for Cuban sugar purchases, on the theory that the contracts had already been signed. The fact that the Cuban sugar companies who were getting the contracts were still in possession of their properties undoubtedly had something to do with it.

In this instance, Farr & Co., a sugar broker, had chartered the Rayvah to pick up 10,000 tons of sugar at the ports of Puerto Padre and Nuevitas on Cuba's North coast. The entire transaction, including freight charges and brokerage fees, amounted to \$800,000.

The Rayvah crewed up in Baltimore, and on or about July 15, arrived in Puerto Padre to load half of her cargo. While she was loading, the Cuban government seized the sugar mill in Puerto Padre owned by the Cuban American sugar company of New York. Cuba then demanded that payment for the cargo be made to the Cuban government. Until Cuba was assured of payment, the authorities refused to permit the Rayvah to continue loading.

That left the Rayvah hanging in mid-air for several days while the Cubans made it plain to Farr &

Company that payment was to be made to the Cuban government and not to Cuban American in New York. The ship operator, meanwhile, was faced with the specter of his ship being hung up in Cuba indefinitely. Apparently, receiving concrete assurances on the payment, the Cubans permitted the Rayvah to proceed with the loading, and then head to Nuevitas for the balance of the cargo. At the time, the sugar mill at Nuevitas had not yet been seized.

Cuban American Sugar promptly raised a beef with the ICA demanding payment be made to it as the true owners of the sugar and threatening to sue the broker if he paid anyone else.

At this point the ICA had two basic options: Yield to Cuban government action and permit the broker to pay the Cubans for the sugar; or cancel the whole contract, recompense the ship operator and the other parties to the agreement for their troubles, and buy sugar elsewhere—either in Hawaii, Puerto Rico, or some friendly foreign nation such as the Philippines or Brazil.

The ICA, for practical purposes, took the first option. It released the letter of credit to the sugar broker, Farr & Co. with no conditions attached, leaving him free to pay whomever he pleases. It was tacitly understood by all concerned that he would pay the Cubans for the sugar. The action constituted backhanded recognition by the United States government of the Cuban seizures.

All of this raised the question as to why the ICA got into this fix in the first place by continuing to purchase Cuban sugar for foreign consumption after it had been cut off for United States purposes. The question is compounded by the fact that there are several other Cuban cargoes involved in the movement of sugar to Morocco.

As for the Rayvah, its operators were happy they got out of the mess with their skins on. It's unlikely that they will bid for any more Cuban sugar cargoes.

Chrysler Heads Milk Kitty; Landrum, Griffin Yawn

President William Newberg of the Chrysler Corporation, one of the automotive big three, resigned recently after it was discovered that he had an interest in a firm that was one of Chrysler's suppliers.

Newberg's resignation, accompanied with a settlement check of some \$450,000 to the company, has touched off a sweeping company investigation of hanky-panky among Chrysler executives.

Oddly enough, the Chrysler situation, apparently involving huge sums made by top officers having outside interests in company suppliers, has not touched off an iota of response in official Washington. Neither the Securities and Exchange Commission or any other regulatory agency has seen fit to intervene in the alleged milking of the corporation by its officers. Senator McClellan (Dem.-Ark.) who waxed indignant over the financial activities of Dave Beck, former Teamster president; Reps. Landrum and Griffin who introduced the labor act bearing their name to regulate financial and other activities by unions, have not seen fit to become curious about the Chrysler situation.

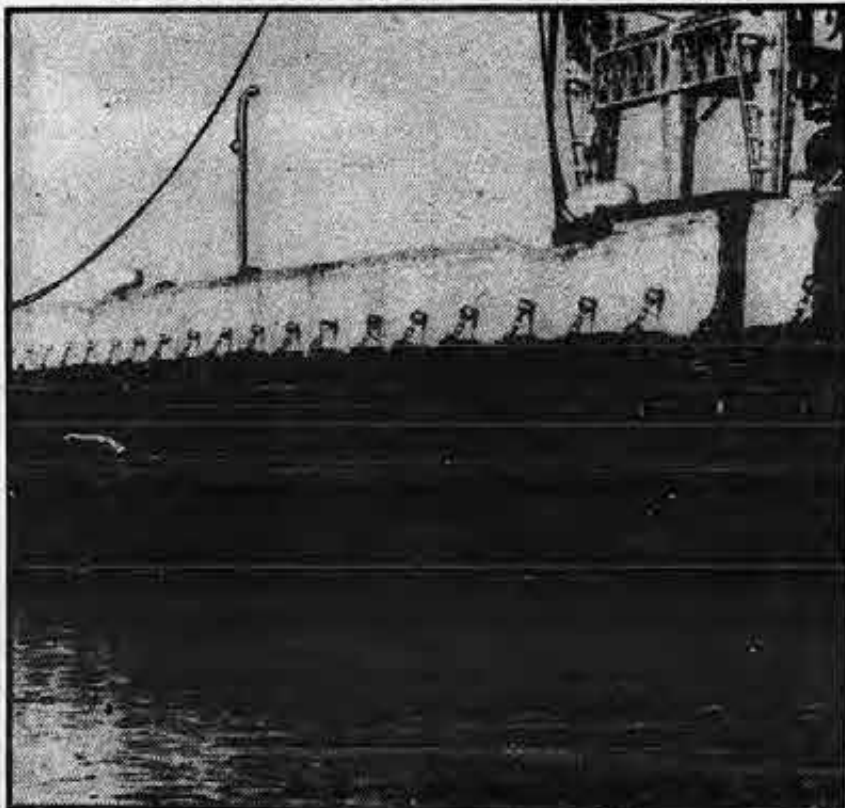
Since Newberg's resignation, just two months after becoming president of the company, another Chrysler officer was named as being the director of an advertising company which handled some Chrysler business.

Since then, stockholders of the

corporation have taken action to force a thorough investigation of the company's activities, to the dismay of the company's Board.

Although Chrysler has long been one of the top three automobile companies and one of the nation's largest corporations, it has had an indifferent earnings record, showing heavy losses on occasion in recent years.

No Old Tires, No Frayed Rope



Brand new idea in dock fenders are these deluxe ones made of synthetic rubber, shown at a Japanese oil dock. They may be more efficient, but they don't have that nautical look.

KNOWING YOUR SIU CONTRACT



(This column is intended to acquaint Seafarers with important provisions of the SIU contract and will deal with disposition of various contract disputes and interpretations of the agreement. If Seafarers have any questions about any section of the agreement which they would like to have clarified, send them in to the editor of the SEAFARERS LOG.)

"Article III, Section 20. Handling Hatches. (a) When the sailors are used to remove hatches strong backs, and tank tops for the purpose of loading or unloading cargo, or to cover up hatches when cargo is in the vessel, they shall receive overtime as per Article II, Section 32 of this agreement.

"(b) No overtime shall be paid to day men or the watch on deck between the hours of 8 a.m. and 5 p.m., Monday through Friday, for covering up when no cargo is in the ship or taking off hatches for any purpose other than actual cargo operations.

A beef arose aboard an SIU ship in Honolulu involving the opening of the hatches for purposes of inspection by the Department of Agriculture. A day later, the hatches, still open, received a consignment of pineapple for the States.

When the ship paid off, the deck gang put in for overtime on the ground that they had opened hatches for the purpose of loading cargo. The company disputed the overtime, citing paragraph (b) above, to the effect that the hatches were opened for another purpose, namely, an inspection.

Union representatives argued that, in effect, the crew had opened hatches for loading cargo and that the overtime should be paid. As a result, the deck gang collected 200 hours' overtime.

"Article III, Section 22. Cleaning Cargo Holds. (a) Members of the unlicensed Deck Department may be required to clean and sweep cargo holds.

(b) When this work is performed by men on watch at sea or in port between 8 a.m. and 5 p.m. Monday through Friday, they shall receive \$.50 an hour."

"Article III, Section 29. Garbage. Garbage shall be stowed away from crew's quarters. When members of the Deck Department are required to handle garbage by hand or shovel, the watch on deck shall be paid at the regular overtime rate, and the watch below shall be paid at the rate of overtime and one-half."

On one SIU-manned vessel recently, crewmembers had put in for overtime for cleaning dunnage and waste out of the cargo holds. They based the overtime claim on the provisions of Article III, Section 29. However, as was pointed out at the payoff, Article III, Section 22, of the dry cargo agreement made specific provision for cleaning and sweeping cargo holds and that section 29 did not apply in this instance.

Some NY Water 'Sports' May Face Jail, Fines

A crackdown against sport fishermen who interfere with merchant vessels in shipping channels in New York harbor began early this month after a 21,880-deadweight-ton tanker was grounded to avoid hitting a boatful of fishermen.

The SS Illinois (Texaco), an NMU-contracted vessel, was grounded deliberately on Flynn's Knoll northwest of Sandy Hook on Aug. 7 by Pilot John McEvoy when the fisherman crossed her bow.

The fully-loaded tanker, headed for Perth Amboy, NJ, was stuck for three hours and suffered extensive damage before tugs could pull her back into the channel.

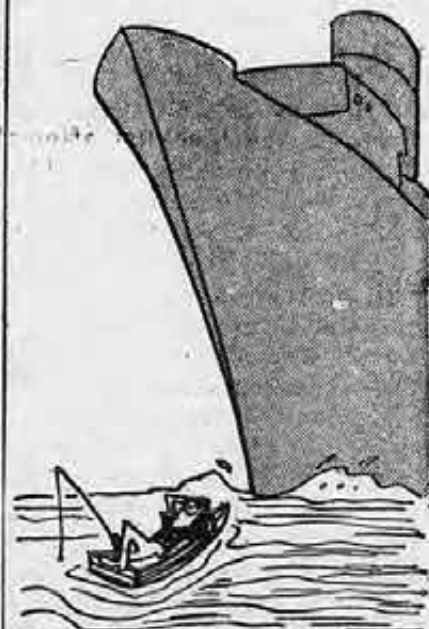
Col. Charles M. Duke, New York District engineer for the Army Corps of Engineers, said the operators of any vessels not heeding warnings to steer clear of channel entries will be prosecuted.

Fines for violations range from \$50 to \$250 and jail terms of 30 days to six months. The Coast Guard helps with inspection but, "nevertheless, the channels are still cluttered with hundreds of individual fishing boats," Duke said.

The Coast Guard is alarmed at the increasing number of boats running aground in the New York area recently, and have appealed to boat owners and operators to equip themselves with navigation charts before taking to the water.

Search and Rescue teams of the Third District have aided 186 boats which ran aground during April May and June, and have aided at least 120 boats aground in July alone, a preliminary report shows.

"There would be fewer cases of boaters running aground if they



use local area charts," Rear Admiral Edwin J. Roland, Commander of the Third Coast Guard District said recently.

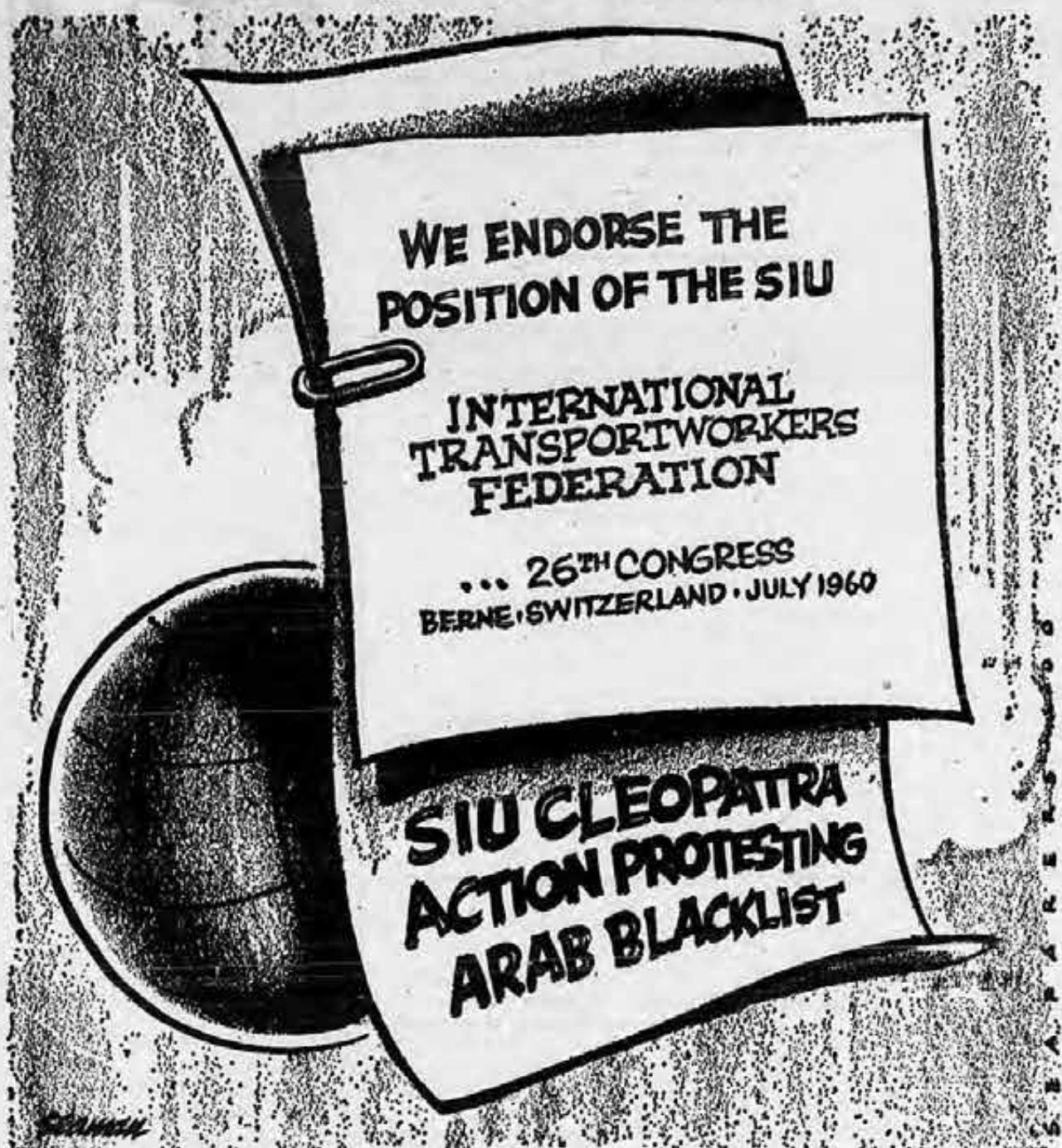


Tell it to the LOG

Type Minutes When Possible

In order to assure accurate digests of shipboard meetings in the LOG, it is desirable that the reports of shipboard meetings be typed if at all possible.

The 'Ayes' Of The World



The action of the International Transportworkers Federation in wholeheartedly supporting protests made by the SIU against Arab League discrimination against ships and seamen makes it clear that the SIU's position enjoys almost universal support from labor all over the world. When the SIU started picketing the Egyptian-flag vessel Cleopatra in New York City last April, it brought out into the open a situation which the US State Department—and the governments of other western countries—had swept under the rug.

Nevertheless, despite the overwhelming sentiment against the blacklist, the United Arab Republic has not relaxed its discrimination. Several American ships were added to the blacklist after the conclusion of the Cleopatra protest, and there was not one word of complaint made, on the record, by the US State Department. Seafarers and, undoubtedly, crewmembers of other American and foreign flag ships are still being harassed and mistreated in Arab ports.

In its initial communications to President Eisenhower and the State Department, the SIU pointed out that American tankers chartered by the US Navy were being barred by the Arab blacklist from participating in the Persian Gulf oil trade. The Union also noted that American dry cargo ships were also being barred by the blacklist from participating in the movement of Government-owned farm surplus gifts to Arab countries.

The Union suggested at the time that a simple and effective way of attacking the blacklist problem would be for the US Navy to refuse to purchase oil at any port in which any American ships are blacklisted; similarly, for the Department of Agriculture to halt the shipment of farm surplus cargoes where the same conditions exist. Even a token protest on a limited basis of this nature by the United States Government would be far more effective than all the "pretty please" requests that have been addressed by the State Department to Arab nations on the subject.

Now that the ITF, representing transport unions from virtually every non-Communist maritime nation in the world, has so forthrightly adopted an SIU resolution on the blacklist, it would seem appropriate for action on this issue to be taken on the international level. It is up to the US State Department to take the lead to restore freedom of the seas and respect for the traditional rights of seamen and ships everywhere.

Harry Bridges And Cuba

The signing of a manifesto by Harry Bridges' representatives calling for West Coast longshoremen to "give their lives" for Cuba (i.e., the Communist-oriented government of that country) is just about what anyone would expect from Bridges. It is consistent with his lengthy record of anti-US, pro-Soviet actions.

What is surprising though, in the face of Bridges' open enmity for the United States, its form of government and its society, is that so many politicians, ship operators, business leaders and others on the West Coast continue to give him respectability. We're not talking about negotiating with him across the bargaining table. That's something that the operators are legally obligated to do so as long as Bridges' ILWU holds bargaining rights. Bridges extracts more than that. He is welcomed at all the testimonial dinners and public functions and is regularly and monotonously praised by the operators.

People who wouldn't be caught dead in the company of Communist Party boss William Z. Foster see nothing wrong in hobnobbing with Harry, although it could be argued that he has done more for the Soviet Union than Foster ever did.

It's about time that Californians started drawing the line on Bridges. Their encouragement of him and tolerance of his antics is simply not in the best interests of the United States.

FROM THE SIU in WASHINGTON

MERCHANT SHIPS IN THE NUCLEAR AGE. In a letter to Senator Butler (R), Maryland, General Nathan Twining, Chairman of the Joint Chiefs of Staff, outlined the importance of our merchant fleet in a nuclear age. General Twining's comments were made after Senator Butler sent him a copy of remarks made by the Senator on the floor of the Senate. "I particularly agree," wrote General Twining, "in the emphasis you have placed on the need for an adequate merchant marine in-being and supported by an active, diversified shipbuilding and repair industry." General Twining pointed out that it was important to guard against reasoning to the conclusion that the nuclear age reduced the need for a strong merchant marine fleet. "If the catastrophe of a general war should be forced upon us," Twining wrote, "the Merchant Marine would play a most vital role. With land transport damaged beyond easy repair, the Merchant Marine under US control might be the only means of carrying the essential raw materials and foodstuffs required for the survival of the major population centers of the world and our armed forces overseas." General Twining went on to reiterate Senator Butler's conviction that a modern, well-balanced and commercially successful American merchant marine, created and supported by diversified and active shipbuilding base, was essential to the security of the United States.

SHIP CONSTRUCTION (Britain). The work on hand in British shipyards at the end of June was the smallest since September, 1946, insofar as the total tonnage of ships under construction was concerned, according to Lloyds Register of Shipbuilding Returns. The publication said that at the end of June there were 261 vessels under construction with a total gross tonnage of 1,866,288. This was nearly 100,000 tons less than in the previous quarter. Lloyds said the decline in tonnage resulted from the fact that completions were well above average and the number of new ships begun in the second quarter of 1960 was lower than normal. According to the Lloyd publication there were 1,203 ships under construction outside Britain. Their total gross tonnage was 7,257,887, a decrease of nearly 150,000 tons from the first quarter of 1960.

MARYLAND PORT AUTHORITY ACTS TO PROTECT PORT INTERESTS. The Maryland Port Authority has announced that it will intervene in the hearings before the Interstate Commerce Commission when that body considers the application of the C&O Railroad to acquire controlling stock interest in the B&O Railroad. In reporting to maritime, business and labor interests, the Authority pointed out that its investigation indicated "that the effects of loss of local control of the B&O system to a former competing trunk line rail system can result in a most severe impact on the economy of the Port of Baltimore and the State, generally." The report emphasized the need for Maryland interests to protect and improve the existing rail rate differential structure and to modernize Baltimore Port facilities so as to make them economically attractive to any consolidated rail system "that may emerge from the present proposals." The Authority report also noted that traffic movements resulting from the proposed merger might have a dominant effect on Baltimore's future as a major world seaport. For this reason the Authority recommended that the proposed consolidation be carefully studied by officials of railroad companies involved, authorities on railroad mergers, independent experts in the transportation field, State government officials, and others.









MARITIME OUTLOOK. The Merchant Marine Data Sheet shows that there were 951 vessels of 1,000 gross tons or over in the active ocean-going US-flag merchant marine on July 1, 1960, 8 less than the number active June 1, 1960. There were 38 government-owned and 913 privately-owned vessels in the active service. These figures do not include privately-owned vessels temporarily inactive, or Government-owned vessels employed in loading grain for storage. The privately-owned US-flag fleet totals 1,010 vessels, the same number as June. Of the 97 privately-owned inactive vessels 34 are dry cargo ships and 49 are tankers that are laid up because of lack of employment. The remaining 14 ships are undergoing repair. MA's active fleet decreased by 1, while its inactive fleet increased by 8. One reserve fleet ship was sold for scrap; one vessel was returned to the Navy; six Navy-owned ships were placed in Reserve Fleet custody, and one training ship was returned from the New York State Maritime College. One new ship construction and three ship conversion orders were received during June. The total of large merchant ships on order or under construction in US shipyards is 69. The Maritime Manpower Report shows that there was a total of 55,399 seafaring jobs on July 1, 1960. Privately-owned ships use 49,153 seamen; MSTC Civil Service-manned ships employ 5,349 seamen; and 897 were employed on MSTC contract tankers. The report shows that 28,537 persons were employed on privately owned cargo ships, 11,588 on tankers and 8,863 on Passenger-combos.

LABOR MANAGEMENT SUMMIT MEETING. In November of 1959, AFL-CIO President George Meany suggested to President Eisenhower that a top-level meeting between representatives of labor and management would be a good method to improve industrial relations in the United States. President Eisenhower agreed and called upon organized labor and the National Association of Manufacturers to designate planning committees and to work out an agenda and draw up a list of participants for such a meeting. As a result, a meeting was called in which President George Meany, United Auto Workers President Walter Reuther and George Harrison, President of the Brotherhood of Railway Clerks, represented labor. Industry was represented by William J. Grede, President of J. I. Case Co.; L. A. Petersen, President of the Otis Elevator Co.; and Robert W. Stoddard, President of the Wyman-Gordon Co. The purpose of the meeting was to draw up an agenda for further discussion. This original organizational meeting was held on May 19, 1960. After a 10-week layoff another meeting was held in New York City on Tuesday, August 1. After the meeting ended the discussions were described as "nice," "friendly," and "cheerful." The group, however, has not set a date for future meetings. President Meany said, "There was a general discussion of over-all problems and we are still discussing methods to implement the ideas advanced by President Eisenhower. We are still talking about the way we will proceed."

DIGEST

SEAFARERS









* BASIC SEATIME REQUIREMENTS

		WHO IS COVERED	BENEFITS	TERMS OF BENEFITS	ELIGIBILITY
Hospital room and board		Wives and unmarried children under 19; adopted children and stepchildren; dependent parents of Seafarers. Seafarers on disability-pension.	\$15 per day room and board.	Payments continue for as long as hospitalized.	*Basic seatime requirement.
Hospital extras		Wives and unmarried children under 19; adopted children and stepchildren; dependent parents of Seafarers. Seafarers on disability-pension.	Actual charges up to \$200 for first 31 days; thereafter up to another \$200. (Maximum \$400).	Covers cost of anesthetics, laboratory and x-rays. Applies only while confined in hospital.	Claim must be filed with Welfare Plan not later than 180 days after surgery or discharge from hospital.
Blood transfusions (See note below)		Wives and unmarried children under 19; adopted children and stepchildren; dependent parents of Seafarers. Seafarers on disability-pension.	Maximum of 6 transfusions at \$37.50 each.	This is in addition to hospital extras benefit; dependent must be confined in hospital.	File enrollment card, marriage license and birth certificate with names of both parents. For adopted children: File adoption papers with Plan office.
Doctor calls at hospital		Wives and unmarried children under 19; adopted children and stepchildren; dependent parents of Seafarers. Seafarers on disability-pension.	\$4 per visit for a maximum of 31 days.	Benefit paid only for non-surgical cases while dependent is confined in hospital.	For stepchildren: Notarized affidavit showing support for all of previous calendar year.
Surgical		Wives and unmarried children under 19; adopted children and stepchildren; dependent parents of Seafarers. Seafarers on disability-pension.	Up to \$300 maximum as specified in surgical schedule.	Payable for surgery in hospital or in doctor's office.	For dependent parents: File support claim form showing Seafarer furnished major portion of support to parents previous calendar year.
Maternity		All Seafarers.	\$200 plus \$25 savings bond.	Payment for each birth; duplicate payments for duplicate births.	*Basic seatime requirement. File claim within one year of birth. File marriage license, birth certificate with names of both parents. Child must be born in United States, Puerto Rico, or the Virgin Islands.
Medical examinations		All Seafarers; wives and unmarried children under 19; adopted children and stepchildren; dependent parents of Seafarers. Seafarers on disability-pension.	Free medical examinations, diagnostic and laboratory services.	Services available in SIU ports where medical centers are maintained.	*Basic seatime requirement ONLY.
Seafarers in hospitals		All Seafarers in hospitals.	\$3 per day.	Payments continue for as long as hospitalized.	*Basic seatime requirement. File claim within 60 days of discharge from hospital.

†Note: Blood is also available free of charge through the SIU Blood Bank. Contact port offices for details.

SEAFARERS WELFARE PLAN

NOTE: The basic eligibility for every benefit is one day's seetime in the last six months and 90 days in the last calendar year.

	WHO IS COVERED	BENEFITS	TERMS OF BENEFITS	ELIGIBILITY
Disability-pension 	All totally disabled Seafarers regardless of age.	\$35 weekly; also eligible for other benefits where applicable.	Payments continue for entire period of disability.	*Basic seetime requirement. File discharge showing 12 years seetime (at least 4,380 days) on ships for which SIU furnished crewmembers; medical abstract stating "not fit for duty permanently."
Death 	Any beneficiary named by Seafarer.	\$4,000	Covers death anywhere.	*Basic seetime requirement. Beneficiary card must be on file.
Optical benefit 	All Seafarers.	Free eye examinations and eyeglasses every two years.	Facilities available in most SIU ports.	*Basic seetime requirement ONLY.
Meal books 	All Seafarers.	Meal book credit.	Facilities available in all SIU ports.	*Basic seetime requirement. 30 days ashore on shipping list.
Scholarships 	All Seafarers under 35 and children of Seafarers. Children of deceased, eligible Seafarers.	\$6,000 over a four-year period.	Covers any course at any accredited college; can be extended for graduate study if 4 years not used up; 5 awarded annually, one reserved for Seafarer.	Three years' discharges including *basic seetime requirement for Seafarer applying or father of child applying; transcript from last school; College entrance exam; letters of reference.
Special equipment 	All Seafarers.	Special aids necessary for recovery not provided by hospital.	Benefit provided upon approval by trustees after survey of need.	*Basic seetime requirement ONLY.
Seafarer training school 	All Seafarers.	No cost upgrading training; also entry training for newcomers; lifeboat school.	Upgrading training program and entry training in various ports.	*Basic seetime requirement ONLY, except for entry training.
Hospital movies 	Patients at USPHS hospital.	Regular movie showings provided at no cost to Seafarers and other patients.		

News of SIU COMMERCIAL FISHERMEN'S UNION

OF THE SIU ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT
OF THE SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA

ALASKA FISHERMEN EYE ACTION BY STATE TO CONSERVE SALMON

Salmon fishing is in many ways Alaska's most important industry. The industry has been beset by problems for several years, and the members of the SIU-affiliated Alaska Fishermen's Union, who depend on it for their livelihood, are watching with concern to

see what the new state government can do to bring it back to health.

This will not be easy, and nobody is foolish enough to suppose that an overnight cure-all will be found. But many are hopeful that the state will take conservation measures to halt the increasing deterioration of salmon resources on the open seas.

The big concern is over-fishing. Open season on the high seas is all year round, and the rules are "catch-as-catch-can." Modern fishing vessels are capable of taking any weather, and spurred by increasing world-wide demand, they haven't missed many tricks. As a result, certain species of fish threaten to disappear entirely.

Seasons Closed

Within her own waters, Alaska has the means to prevent such wastage. Salmon are protected by imposing closed seasons during the spawning season or for the period necessary for the increase of depleted species; in addition, certain waters could be closed to commercial fishing; the taking of fish below a certain size might be forbidden; undesirable types of fishing gear and apparatus might be prohibited or restricted.

But the disappearances are taking place on the open ocean, outside of the jurisdiction of regional laws. What can the state do? Work with and put pressure on the Federal government to encourage international agreements with the other nations concerned. Voluntary regulation among the fishing nations is about the only alternative anybody can see.

Attempts at international agreement have been made from time to time, but there have been frequent breakdowns. A notable failure occurred off Iceland recently when British gunboats escorted their own fishing boats into the 12-mile limit Iceland had announced to the world.

Japanese Cooperate

Nations poorer in resources are generally more cooperative. The Japanese are a good example. This Asiatic nation, which probably depends on fishing to a greater extent than any other country in the world, agreed with Canada

and the United States not to fish salmon on the open ocean east of a certain line. This line of demarcation (175 degrees W) was established to protect the diminishing stock of North American salmon. The line has not proved effective, though, and a new one may be needed. Japan has agreed to this.

Another restriction imposed on herself by Japan in the face of necessity is the following: After a 13-day conference with American tuna fish packers, the Japanese agreed to supply tuna to the U. S. market only to fill the demand which the American tuna industry cannot meet.

Unions have undertaken major roles in bringing the nations together and pressing for action. Where governments are lax, unions have been strong. Toward the end of 1959, representatives of the All-Japan Seamen's Union, the International Association of Machinists, the SIU and the Alaska Fishermen's Union met to discuss their common problem, the over-fishing of the high seas. They closed with the wish that further discussions might follow — until eventually workable means are found to preserve the ocean's rich resources.



Sampling New Bedford scallops at Washington dinner is Senator Leverett Saltonstall of Massachusetts. Helen Keith, daughter of Rep. Hastings Keith, does the honors. At left is Howard Nickerson, secretary-treasurer of New Bedford Fishermen's Union. Octavio Modesto, representing employers of the Seafood Council, is at the right.

Scallops Are 'Hit' With Congressmen

Approximately 800 legislators and guests had scallop dinners with cranberry salad under the watchful eye of television and with a considerable nationwide coverage of the event. Massachusetts Senators Kennedy and Saltonstall, and Reps. Keith and Martin were

sponsors of the dinner, the purpose of which was to focus publicity on the scallop industry. The dinner was sponsored by the New Bedford Seafood Council, together with Ocean Spray Cranberry, Inc. Rep. Joe Martin assisted by providing the use of his private dining room for the entertainment of 40 Congressmen, newspapermen and home economics experts.

The purpose of the dinner was achieved, to judge from the southern and western legislators present who had never tasted scallops before. To a man they enjoyed them.

Events such as these should do much to broaden the market for the products of the New Bedford fishery and provide more employment for the members of the New Bedford Fishermen's Union. The Union wishes to thank the Senators and Representatives from Massachusetts whose sponsorship made the event possible. Without their cooperation, the affair could never have been the outstanding success that it turned out.

Blood Bank Is Started By New Bedford Union

The New Bedford Fishermen's Blood Bank got off to a flying start recently with 18 pints of blood donated by the fishermen. As a result, three dependents of fishermen have already received the blood they needed during medical emergencies.

Actual donations got underway on June 27. It is hoped that ten donors a week will make their contributions at St. Luke's Hospital. It is figured that ten pints weekly will cover all the needs of the fishermen and their families. The blood bank program is un-

der the jurisdiction of Dr. Victor Klarsis, head of the laboratory at St. Luke's. An exchange arrangement has been set up with the Public Health Service Hospital in Brighton, Mass., where fishermen normally get their medical treatment.

In the past, it was always necessary to hunt up volunteers in an emergency in order to assure that a fisherman or a member of his family received needed blood transfusions. With this system in effect, the membership and their families are assured of the blood they need when they need it.

Exchange Arrangements

Efforts are being made to set up exchange arrangements with other hospitals in the area. Those who donate receive blood donor cards which specify their blood type—a valuable asset should they, at some time, need an emergency transfusion.

Fishermen who wish to contribute can do so by making an appointment at the Union Hall. Normally the blood donations would be made around 10 A.M. any weekday morning.

Among unions in the SIU are a number of groups of commercial fishermen on all coasts, as well as shoreside fish canneries and processors. They are involved in such widely-diversified fishing operations as scalloping, tuna fishing, salmon fisheries, cod, halibut and many others. Groups involved include the New Bedford Fishermen's Union, Alaska Fishermen's Union, tuna fish and cannery unions operating out of California ports and groups in Bristol Bay, Kodiak, and elsewhere in the far northwest Pacific.

Union Moves To Protect Cannery Jobs

SIU of NA Vice President Andrea Gomez, who represents fish and cannery workers on the International Executive Board, reports that a number of meetings have been held, both with the employees and management, in an attempt to deal with problems arising out of a change in operations at the Star Kist tuna packing plant.

Star Kist is discontinuing packing in its plant No. 1—which has been employing about 200 workers, including 180 women—and is now going to handle all tuna in its plant No. 4, while plant No. 1 continues with its "wet fish" operations.

Mrs. Gomez reports that meetings were held with the Star Kist management to see if some plan could be worked out whereby the canneries could help to place some of the people from plant No. 1—that is, those not wanting to work only "wet fish" or work extra at plant No. 4.

Employees Meet

A meeting was also held with the employees of plant No. 1 to inform them of the plans being worked out for them.

Mrs. Gomez also reports that Star Kist has started operations at its plant in Puerto Rico and organizing has also started there.

Mrs. Gomez had previously charged that Star Kist had "run away" from California in order to find cheap labor on the island.

Originally, the tuna canning industry was centered in California, but in recent years the packers have set up shop in such far-flung areas as Puerto Rico and Samoa, partly in the hope of evading SIU fish cannery wage scales, working conditions and other benefits.

Seek Study Of Scallop Price Decline

In an effort to remedy the declining price of scallops, the Seafood Council and the New Bedford Institute of Technology Research Foundation have joined forces and applied to the Small Business Administration for a research grant of not less than \$10,000. The grant's purpose is to assist the staff

of the Textile Institute in studying and solving the serious marketing problems besetting the industry today.

Because the fishermen of the New Bedford area produce 70 percent of the nation's sea scallops distribution and marketing of this food present problems of national significance. Production is high enough, according to a Small Business Administration survey re-

cently made, but distribution is surprisingly off. The probable reason is simply that millions of people have never tasted, seen or heard about scallops. It is a problem of underconsumption on a national level.

Aid Small Business

Such a grant as has been asked for is consonant with the policy of the Federal Government in bolstering "small business." The money would eventually be used to de-

velop effective ways of marketing the commodity, that is, of making Americans more and more aware of scallops, as well as devising effective means of distribution of the product.

As has been pointed out previously, there are many areas in the country in which scallops are not obtainable because adequate means for storing, marketing and distributing the catch have not yet been developed.



Gene B. Flowers, bosun, is exuberant (and why not?) as he accepts whopping \$1,817.90 check from E. B. McAuley, Welfare rep. Money was from Pacific Carrier, last of bankrupt vessels.

Back Wages Ready For Bankrupt Ship

Attorneys on the West Coast are holding \$24,241 in back wages for crewmembers who were employed aboard the Golden Sail (ex-Wang Archer) as of January 15, 1960. Claims covering periods of employment after that date have not been settled as yet.

The vacation and welfare contributions owed by the shipping company to the SIU plans involved will be discussed at a hearing next month. Former crewmen on the

ship may get in touch with the lawyers through SIU port agents or by writing Tanner and Carney, 725 Pacific Building, Portland 4, Oregon. The \$24,241 represents net wages — after allotments, slops, draws and withholding taxes.

Payments of back wages to the crews of two other bankrupt ships—the John B. Kulukundis and the Pacific Wave—are still pending. Last reports indicate that in the case of the J. B. Kulukundis, which was auctioned off in Singapore, the disbursement of the money is being held up by authorities due to difficulties involved in the exchange of money. Officials are checking on the source who bought the ship.

Ex-crewmen of the SS Pacific Wave have \$118,000 coming to them. This sum was paid in full in court, after sale of the ship in Haifa, Israel, but the money won't be paid out until the courts re-convene after the present vacation period, which ends next October.

Notify Union On LOG Mail

As Seafarers know, copies of each issue of the SEAFARERS LOG are mailed every month to all SIU ships as well as to numerous clubs, bars and other overseas spots where Seafarers congregate ashore. The procedure for mailing the LOG involves calling all SIU steamship companies for the itineraries of their ships. On the basis of the information supplied by the ship operator, three copies of the LOG, the headquarters report and minutes forms are then airmailed to the company agent in the next port of call.

Similarly, the seamen's clubs get various quantities of LOGs at every mailing. The LOG is sent to any club when a Seafarer so requests it by notifying the LOG office that Seafarers congregate there.

As always the Union would like to hear promptly from SIU ships whenever the LOG and ship's mail is not delivered so that the Union can maintain a day-to-day check on the accuracy of its mailing lists.

Soviets Raise Ante In Bid For Runaway Tankships

Russia is still trying to woo independent tanker operators—but with a fatter offer this time—to carry Black Sea crude oil to Cuba. According to ship brokers, the runaways and independents can be expected to start taking the bait in the very near future. When they do, the carefully-contrived doctrine of US "effective control" of the runaways will go by the boards.

The Soviet Union is offering runaway and foreign flag operators up to 50 percent above the going rate for tankers to move Black Sea crude into Cuba. Though there have been no takers immediately—mainly because of possible reprisals from American oil firms—petroleum brokers feel that many of these shippers will break down and take advantage of the offer which is, as they put it, almost too good to pass up.

Up until now, Russia still has been able to supply Cuba with about half of the oil that country requires, due mainly to the shortage of Red tankships. But if some of the smaller independent operators accept such Russian charters, others will surely make their vessels available for this transaction. According to the "Journal of Commerce," New York shipping newspaper, ship brokers note that they "cannot see how these owners can watch this kind of business waver in front of their noses without tak-

ing it . . . It's like . . . telling a hungry man he can't eat . . ."

On many previous occasions, the SIU and other maritime unions have spotlighted the fact that runaways could not be relied upon to be loyal to the US in times of emergency—in spite of claims made by the US State Department

that such vessels were under "effective" government control.

As far as oil companies are concerned, they have shown their ability to hang on to their operators. Major oil concerns have issued warnings that they would have nothing to do with an operator who handles Cuban oil.

LABOR ROUND-UP

Some 10,500 members of the International Association of Machinists returned to their jobs last month at four plants of Lockheed Aircraft Co. in California after being on the bricks over a contract hassle for about 30 days. The work stoppage ended as a new two-year agreement was signed which provides wage increases, layoff payments and other concessions for the IAM employees. The Machinists also reported contract terms had been reached for its members

who work for Lockheed in Marietta, Ga. The union reported as well that missile and aircraft workers employed by Boeing Aircraft Co. are scheduled to vote on a new two-year pact, the terms of which were not disclosed.

Meanwhile, 25,000 IAM members at plants in Seattle, Wash., Wichita, Kans. and at missile bases in Florida and California remained on their jobs after work agreements affecting them had expired. At the same time, however, IAM members and United Auto Workers stayed on strike at six plants of United Aircraft Co. in Connecticut. One of the UAW's locals, Number 1234, voted to accept a new pact and return to their jobs at Pratt Whitney in North Haven. Still out, however, are some 27,000 members of both unions in six other Connecticut cities.

Agriculture Secretary Benson, pressured by powerful California growers, has called upon the Labor Department to inaugurate immediate hearings aimed at torpedoing picket lines set up by the AFL-CIO Agricultural Workers Organizing Committee at various farm locations in the state. The growers are seeking to upset the interpretation of a "labor dispute" under which the California public employment service refused to send either domestic or Mexican workers through the AFL-CIO picket lines. A spokesman at the Agriculture Department claimed that in some cases the issues involved organizational picketing and therefore should not be considered as a labor dispute. The Department also complained that agriculture is particularly vulnerable to work stoppages, especially at harvest time.

With a contract deadline coming up October 1, negotiations have gotten off to an early start between the International Union of Electrical Workers and the giant General Electric Company. The union is seeking wage increases, supplementary unemployment benefits, improved holiday and vacation provisions and an expanded welfare and pension program. The need for early negotiations arose out of the fact that the present five-year contract is expiring and a great deal of re-writing will be involved.

Seven high school graduates have received \$2,000 scholarships financed by the James A. Suffridge-Retail Clerks' Scholarship Fund. The students were chosen from among 400 candidates vying for the awards, which are named after the president of the Retail Clerks Union.

THE SEAFARERS VACATION PLAN



up to \$400 a year

● FOR EVERY SEAFARER, REGARDLESS OF RATING, NUMBER OF SHIPS SAILED OR COMPANIES WORKED

Financed by shipowner contributions to the central kitty for each day a Seafarer works on an SIU ship, SIU Vacation Plan benefits have been increased five times from the \$140 annual maximum of 1952 to the present \$400.

Seafarers can collect vacation pay on a pro-rata scale as soon as they accumulate discharges covering 90 days' seetime. Benefits are paid in direct proportion to the number of days worked. For example, a Seafarer with six months' seetime collects \$200.

Discharges are good for vacation pay purposes for one year from the date of payoff.

Vacation benefits are payable no matter how many different ships or companies have employed the Seafarer. Nor does he have to pay off his present ship to collect.

Benefits under the Vacation Plan are payable through any SIU port office.

Heavy Polio Rate Strikes Puerto Rico

A major polio epidemic in Puerto Rico, coupled with an increase in cases in Rhode Island and California, makes it especially urgent for Seafarers to get their polio shots this year.

The Puerto Rico statistics show 353 paralytic cases in the first 30 weeks compared to only three cases in 1959.

Stateside, California has had 152 cases of the paralytic type, with 59 in Rhode Island.

Dr. Leroy E. Barney, surgeon general of the Public Health Service, has issued a plea to unvaccinated adults and children to get their injections now. Polio, he points out, reaches its peak usually in the first part of September. Over half of the paralytic cases checked by the Service were found to be in people who had not been vaccinated. The Service estimates that when three shots are given, followed by a booster shot the following year, the injections give ample protection against paralysis.

Seafarers can get their polio shots at any Public Health Service hospital or out-patient clinic. Shots are also available at the SIU Health Center.



West Coast Labor Backs Union Daily In Portland

A big city newspaper is being born in Portland, Oregon, with the support of 50 unions and central labor bodies. Now a bi-weekly, the "Portland Reporter," publication of striking newspaper workers in Portland, will become a daily around November 1.

The SIU-affiliated Marine Cooks and Stewards Union has voted a \$1,000 contribution to the new enterprise. SIU Pacific District unions have been helping to support the strikers who have been fighting a grim battle with the two Portland daily newspapers since November, 1959.

The "Reporter" grew out of a contract beef. Last November 10, the Stereotypers struck the "Journal" and the "Oregonian." These newspapers then imported strikebreakers from the Bloor Schleppey strikebreaking agency and went on printing as usual.

Meanwhile, the other unions in the mechanical, business and editorial departments had refused to cross the picket lines, and their members were also replaced by strikebreakers.

The "Reporter" went into business as an eight-page weekly to provide an outlet for merchants who did not want to advertise in

the struck papers, and to give readers in the city an opportunity to buy a paper published by union men, not by strikebreakers.

From the initial eight page weekly, the "Reporter" became 12,

then 24 and then 32 pages, subsequently coming out twice a week as advertising and circulation picked up. The 50,000 weekly readers initially rose to 120,000 bi-weekly.

The Rose City Development Company was the next step. It was formed by Portland labor organizations for the purpose of buying a building to house the new paper permanently. (At present, editorial, business and publishing departments are scattered over five locations.) They subscribed for stock in the company to the tune of \$100,700.

A building was purchased. It was the former headquarters of the Wells Fargo Company, originally a stable for horses and wagons. The architect looked it over, declared it "well suited" and drew up plans for its conversion to modern newspaper production.

From Miami, Florida, the entire printing plant of a now defunct newspaper was leased. It had "everything from presses and linotypes to desks, chairs and paper clips." Soon 28,000 pounds of equipment were en route to the west coast.

Meanwhile, the "Oregonian" and the "Journal" were having their troubles. The former is backed by the wealth of the Newhouse chain, and seems to be standing the strike fairly well with the aid of strike insurance. But it is a different story with the Journal.

Daily circulation dropped from 70,000 to less than 50,000; the Sunday circulation collapsed from 209,000 to 88,000. And, while other American newspapers were selling more advertising space in comparable periods, both of Portland's strikebreaking publications have suffered slumps.

The "Journal" gave a 50 percent rise in pay to keep discouraged carrier boys on the job. Route managers have been getting a cash subsidy of up to \$300 a month since November to make up for their losses. But defections from the "Journal" continue.

The "Oregon Labor Press" the trade union newspaper, characterized the "Journal" as "badly written, badly edited, riddled with typographical errors and howling blunders, often garbled and unreadable, flabby on its editorial page and utterly lacking in conviction."

"The 'Journal' is not a newspaper but a joke. It should be shown to students of journalism and printing as a horrible example of what can happen to a once-great newspaper when it falls into the hands of lawyers, bankers and professional union-breakers."

Officers of the investment company backing the new Portland Daily have declared that the landlord unions will have no voice in operating or policy matters. Publisher Robert D. Webb said that the "Reporter" will carry national wire service news and syndicated features. "Our emphasis will be on accurate, impartial and lively coverage of local news and features," he promises.

Webb is an example of the many men now on the "Reporter" who originally worked on the other papers—before the strike. He was a sports deskman for the "Oregonian." Eventually, it is hoped, 250 of the 800 who have been out of work since the strike began will be employed by the "Reporter."

List Details In Cables To Union

When notifying headquarters by cable or wireless that a Seafarer has paid off in a foreign port because of injury or illness, ships' delegates should include the following information:

The man's full name, his SIU book number, name of the ship, the port of payoff and the hospital where he is being treated.

The response of ships' crews to the Union's request for these notifications has been very good. Sometimes though, not all of the above information has been included. Be sure to list all of this data so that the SIU can act as promptly as possible.

New Orleans Unions Score In Local Judgeship Votes

NEW ORLEANS—A labor-backed slate of candidates for city judges swept to victories here recently, it was reported by New Orleans SIU agent Buck Stephens.

Virtually all of the labor-endorsed judiciary candidates won their elections in the first primary, but two posts were undecided. However, the Crescent City Democratic Association, and the Regular Democratic Organization, the two rival political factions in the city, agreed to declare the front runners—all labor supported candidates, as winners.

The labor candidate for the post of assessor in the Second Municipal District, James E. Fitzmorris, Jr., lost his race.

At its last meeting, the New Orleans Central Labor Council supported the Sears-Roebuck Co., boycott by the San Francisco Labor Council. Pickets were placed at the main Sears store in New Orleans early this month by the Retail Clerks.

Winning the judges' posts were: Fred J. Cassibry, Division C, Civil District Court; Oliver P. Carriere, Division H, Civil District Court; Criminal Court: Sect. A, Wm. J. O'Hara; Sect. B, George P. Platt; Sect. C, Edward A. Haggerty Jr.; Sect. F, Oliver P. Schulingkamp; Sect. G, Shirley G. Wimberly; Sect.

H. Bernard J. Bagert, Juvenile Court; Sect. A, John A. Wingrave; Sect. C, James P. O'Connor.

Operator Asks Atom License

The Luckenbach Steamship Company, which has been on the downgrade in recent years because of declining intercoastal business, is looking for a license to handle radioactive waste.

The SIU Pacific District-contracted operator has applied to the Atomic Energy Commission for a license to dump the wastes in the Atlantic Ocean.

The application lists the ways in which the wastes would be packaged, stored and disposed of in offshore waters.

Luckenbach formerly had a thriving intercoastal business, but in recent years, because of railroad rate cuts, the company has sold off a number of its vessels and has had increasingly tough going.

on the ball

NEWS HEADLINES IN REVIEW

U.S. ROCKET PLANE X-15 SETS WORLD SPEED RECORD OF 2,150 MILES PER HOUR ... IF SPEED COULD BE SUSTAINED, COULD FLY COAST-TO-COAST IN 75 MIN.

AFTER DISASSOCIATING HIMSELF FROM AGRICULTURE SECRETARY BENSON GOP. NOMINEE NIXON CAMPAIGNS FOR VOTES IN HAWAII.

UNITED NATIONS TROOPS OCCUPY ALL OF CONGO... CENTRAL GOVERNMENT ON VERGE OF BREAKDOWN.

CONGRESS SPECIAL SESSION BEGINS WITH DEMOCRATIC TICKET OF KENNEDY-JOHNSON OUT TO PASS FORWARD BILL FOR HIGHER MINIMUM WAGE.

PRINCESS MARGARET'S BUTLER QUILTS ... BLAMES HER HUSBAND, EX-PHOTOGRAPHER ANTONY ARMSTRONG-JONES ... SAYS HE MESSED AROUND IN PANTRY.

TRUJILLO TO REPRESENT DOMINICAN REPUBLIC AT NEXT SESSION OF THE UNITED NATION'S GENERAL ASSEMBLY.

TRIAL OF U.S. OBSERVATION PLANE PILOT, FRANCIS POWERS, BEGINS IN MOSCOW. SHOT DOWN MAY 1 WHILE TAKING AERIAL PHOTOS OVER RUSSIA, HE MAY FACE DEATH PENALTY.

INDIANS AND TIGERS SWAP MANAGERS ... JOE GORDON FOR JIMMIE DYKES ... MEANWHILE MAJORS PLAN TO ADD FOUR NEW CLUBS.

AMERICAN COLLEGE TEAM BEAT RUSSIANS AT OWN GAME ... WINS INTERNATIONAL CHESS TOURNAMENT ... VICTORY IGNORED BY AMERICAN PRESS.

ITALY STARTS REMOVING "VIVA MUSSOLINI" INSCRIPTIONS FROM ROMAN STATUARY BEFORE OLYMPICS BEGIN.

TROPICAL STORM BRENDA DROPS 14 1/2 INCHES OF RAIN IN 24 HOURS ON TAMPA AND ST. PETERSBURG.

FARMER GIVES UP PROTEST AGAINST INCOME TAX LAW AFTER SEVEN DAYS IN FEDERAL PEN ... MISSED WIFE AND FAMILY.

Editor,
SEAFARERS LOG,
675 Fourth Ave.,
Brooklyn 32, NY

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News of SIU CANADIAN DISTRICT

OF THE SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA

Strike Vote Under Way In Canada

The Canadian government Federal Board of Conciliation has recommended a 12 percent increase for members of the SIU Canadian District employed on vessels of the Association of Lake Carriers. The association represents the major operators in the Canadian-flag Great Lakes trade.

Meanwhile, Canadian District Seafarers are taking a strike vote on the offer recommended by the conciliators. Ballots have been sent out and results should be known by the middle of next month. The strike vote was called by the SIU Executive and Negotiating Committee.

Under the recommendation, the 12 percent would be spread over a period of three years. The recommendation is a slight improvement over the 10 percent figure that had been offered by the Lakes carriers.

The Conciliation Board rejected a Canadian SIU demand for a reduction in the work week from 48 to 40 hours, claiming that the 40-hour week could not be applied because of "the nature of the operation on the Great Lakes."

In addition to the 40-hour week demand, the Union had asked for a one-year wage increase package.

In presenting its demands for major improvements in the Lakes agreement, the Canadian SIU had cited the drastic changes in the nature of Lakes shipping since the opening of the Seaway. In the pre-Seaway days there were numerous small Lakers in operation which were designed so as to be able to sail into Montreal through the shallow-draft channels below that city. With the opening of the Seaway, the small Lakers have been put out of business to a considerable extent, being replaced by much larger ships which can take advantage of the 27-feet of water the Seaway offers.

As a result, one of the large ships, carrying 32 men, can handle as much grain or other bulk cargo as was carried on six of the "canallers," with a manning scale of 152.

Under the circumstances, the Canadian SIU felt that the Carriers could offer considerable improvements because of the greater amount of cargo carried per man on the new ships.

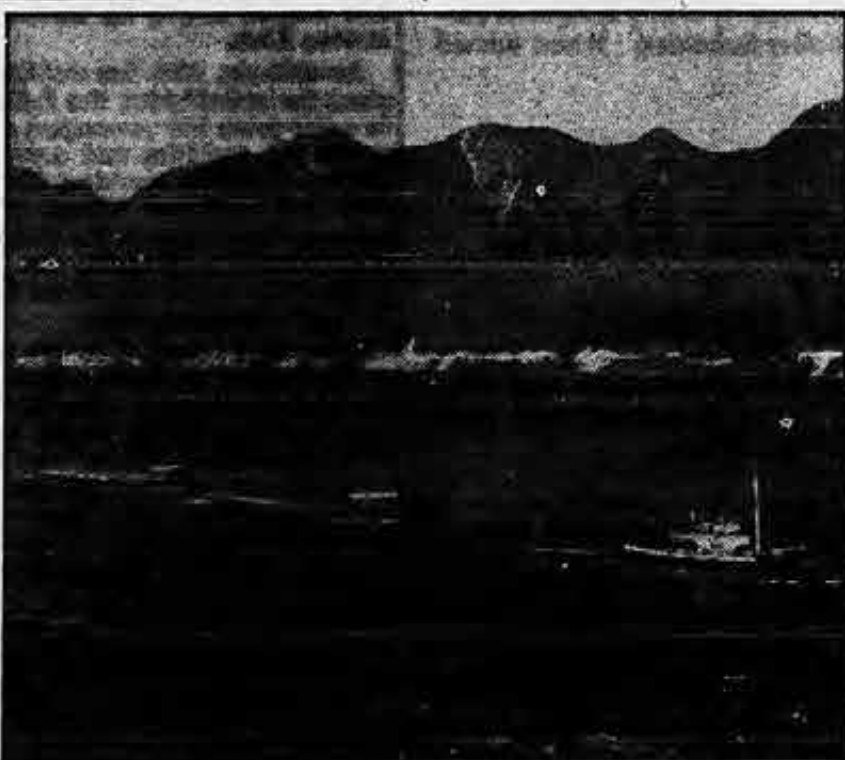
Canadian SIU Shipping

July 1 through July 31

Port	Jobs Shipped
Montreal	271
Toronto	141
Thorold	283
Fort William	146
Vancouver	86
Quebec	44
St. John	21
Halifax	36

Total Jobs Shipped...1023

Canadian Seafarers, members of the SIU Canadian District, are a vital element in the maritime picture generally and in the SIU family of unions. They man ships under Canadian flag across-the-board—deep sea off the Atlantic Coast, on the Canadian West Coast, on the Great Lakes and the Seaway. The Canadian SIU also represents large groups of Canadian tugboatmen, dredgemen and allied crafts. The Canadian District works closely with the other SIU unions throughout North America and the mutual relationship has been of great advantage to all SIU members.



Typical West Coast lumber tow is shown off the coast of British Columbia. Industry is hopeful of a revival after two poor years.

WC Lumber Tugs Hope For Revival

After two years of near-idleness due to forest fires, in 1958, and a woodworkers strike last year, SIU Canadian District tugmen and the companies under contract to the Union have high expectations for a good season this year.

The forest industry of British Columbia, beset by severe competition in all markets, intends to get the most intensive use possible from every tree cut. And inasmuch as the tug and the barge are essential in expediting raw materials to plant sites in Canada, both will play an even larger role as the forest industry recovers from the doldrums.

Last year when the woodworkers were on strike, one SIU-contracted towing firm—Straits Towing, Ltd. lost about \$300,000 worth of towing business during the idle period. Even a huge forestry outfit—Macmillan, Bloedel and Powell River Ltd.—felt the impact of the strike. This company has its own subsidiary towing lines, but also contracts out work, some of it to firms which have pacts with the Canadian District of the SIU.

Now that things are beginning to return to normalcy, the tugmen

Arctic Shipping Season Starts; Canadians On 'Dew Line' Run

The summer run to the Arctic Ocean is becoming significant business for Canadian shipping. Unlike the situation in the United States, where the run died out several years back, as far as private operators are concerned, Canadian-flag ships are becoming increasingly active in running to the Far North military bases.

This is in part because the radar picket stations (known to seamen as the "Dew Line" for Distant Early Warning Line) are a joint US-Canadian effort. The United States contributed the major share of the construction costs, but the stations themselves are largely maintained by the Canadians.

As a result, in the first week of July, the Canadian operators

started forming convoys for the Far North run. All of the Dew Line shipping generally has to be completed within a six-week to two-month period depending on ice conditions. Usually, as August wears on and the days get shorter, the Arctic freeze-up prevents further ship operations.

Some of the Canadian District ships which are on this run include the Federal Pioneer, Federal Voyager, Canuk Port, Canuk Trader, Waheondah, Farrandoc, Eskimo and Maplebranch.

In fact, the Dew Line operations, as well as other government sponsored shipping runs, have been credited in part with the modest revival of Canadian-flag deep-sea merchant shipping. While Canada

has no shipping preference laws or shipping subsidies of any kind, Canadian-flag ships are getting the Arctic run business, as it involves important security considerations.

The Dew Line run was a big operation for US shipping when the stations were under construction. It was the practice then for the Maritime Administration to break out a number of boneyard ships as well as knot ships for this run. Now some of the knot ships are serving another purpose—tracking US missile shots in the South Atlantic.

In addition to military outposts, summertime is the season in which remote outposts in the north country and in Hudsons Bay get many of their staple supplies.

Fired By Skipper, He Has Tanker 'Arrested'

Fired unjustly by the skipper of a Shell tanker, an SIU Canadian District member had sweet revenge. Elias Mallet, messman on the Tye Shell, stood the oil company on its heels in the port of Vancouver, British Columbia, when he had the ship "arrested."

Mallet went to the authorities, instituted legal action and personally slapped a lien on the ship for back wages and compensation for his unjust firing. As a result, the company had to scurry around a while and post bond before the ship was released. The issue is now before the Canadian courts where Mallet intends to argue his own case, with the backing of the SIU in Vancouver.

The entire incident highlighted the anti-SIU activities of the Communist-oriented Canadian Brotherhood of Railway Trainmen's group on the West Coast. The "railwaymen" have been actively raiding in the seamen's field for some time, particularly in British Columbia.

Mallet maintains in his charges that the firing was prompted by the skipper's dislike of the Canadian District and sympathy for the rival "railway" union.

The firing followed a dispute on the ship between Mallet and another messman who was a member of the rival organization. Mallet declared he was told by the skipper and the mate that he couldn't "get along" with the CBRT member; that he had previously been warned he would be fired if he had any disputes with the member of the rival outfit. Apparently, the CBRT member was immune to any disciplinary action by the skipper.

Further, Mallet states he was told he had received his job in an "unconstitutional" manner, and was accused by topside of coming aboard for the "express purpose of causing dissension" with the CBRT.

The fired seaman promptly reported the incident to the Union hall in Vancouver. When he and

an SIU representative returned to the ship to see the skipper, the mate refused to let them board the vessel. Nor did the skipper record any details of the firing incident in the ship's log.

While Mallet is arguing his own case, he is getting the full support of the SIU Canadian District on this issue.

Tug Capsizes, Crew Escapes

The SIU Canadian District-manned tug Black Bass capsized in Coal Harbor, Vancouver, recently, but none of the crewmen were injured.

Seafarer Ted Rattenbury, who was aboard at the time of the incident said that he didn't even get wet because he was able to climb on the hull of the boat as it started to keel over.

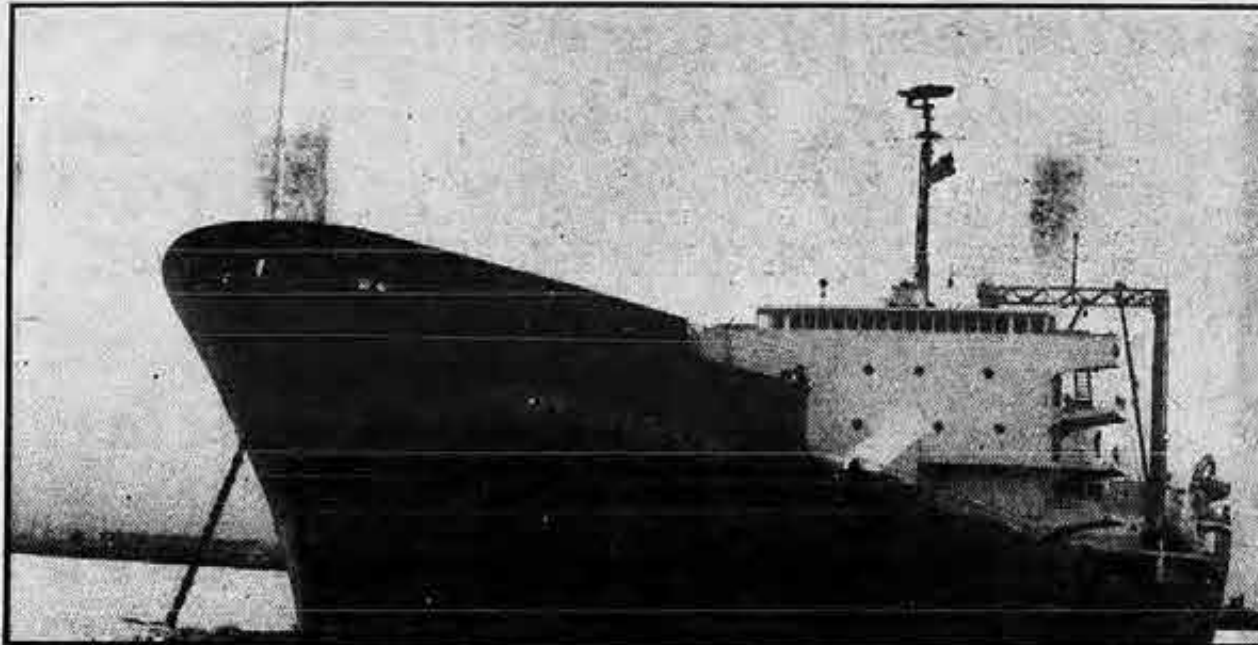
The skipper, however, wasn't so fortunate, said Rattenbury: He had to go into the drink and swim back to the tug to get on the hull. Both were taken off in a matter of minutes, safe and sound.

SIU Canadian District Halls

FORT WILLIAM, Ontario	408 Simpson St. Phone: 3-3221
HALIFAX, N.S.	128 1/2 Hollis St. Phone 3-5911
MONTREAL	634 St. James St. West Victor 2-8161
QUEBEC	44 Sault-au-Matelot Quebec LAfontaine 3-1569
THOROLD, Ontario	52 St. David St. Canal 7-5212
TORONTO, Ontario	372 King St. E. Empire 4-8719
ST. JOHN, NB.	177 Prince William St. OX 2-5431
VANCOUVER, BC.	286 Main St.

News of SIU PACIFIC DISTRICT

SAILORS UNION OF THE PACIFIC, MARINE FIREMEN'S UNION, MARINE COOKS & STEWARDS UNION • SIU OF NA



Bulk-carrier SS Harry Lundeborg was one of the targets of a raid attempt by Harry Bridges in Hawaii. Vessel normally carries gypsum and cement products for Kaiser Industries. It was named after the late SIUNA President.

Pacific District, MTD Support

SUP Rout New Bridges Raid With Help Of MTD Unions

Two resounding blows have been dealt the International Longshoremen's and Warehousemen's Union by the Sailors Union and the SIU Pacific District, in a two-month period during the course of which the ILWU tried to move in on SUP jurisdiction.

The latest ILWU raid attempt took place at Honolulu when the SUP-contracted Permanente Silverbow (Kaiser) was met by some 350 ILWU pickets as it pulled into a Sand Island dock with a load of raw building material. They were met by a slightly lesser number — about 200 — of AFL-CIO affiliated men of the SUP, the Marine Firemen's Union, Marine Cooks and Stewards, Operating Engineers and others of the Maritime Trades Department in Honolulu.

In face of this show of strength, the ILWU men tried to halt the unloading of the ship by stopping the Teamster-manned trucks which were to take the cargo off the

dock. This effort failed even though officially there is a mutual aid pact existing between the ILWU's Harry Bridges and the Teamsters James Hoffa. If this is true, the alliance was not in effect this time, because an IBT official on the docks said, "The trucks keep moving."

As the ILWU power play collapsed, SUP Agent Jim Dooley addressed the longshore pickets on the dock and told them about the SUP's history as a fighting union, declaring that "under no circumstances would anyone take over SUP jurisdiction now or at any other time."

After Dooley had taken this stand, an ILWU representative backed down on threats to take over a conveyor on the ship and firmly denied that his union had wanted to encroach on the SUP's work. He said that the ILWU's claim was on the work performed by the Operating Engineers at the end of the self-unloading hopper. The two unions have scheduled a talk to work out the jurisdictional work dispute.

SUP Secretary Morris Weis-

berger later pointed out to the SUP membership that, "Whoever controls the hopper can control the unloading of the ship, and if the ILWU once got the hopper they would be in a better position to go after (SUP) work."

The membership unanimously went on record at the meeting that the union would "use any and all means to protect our jobs and jurisdiction now and in the future from any and all parties."

The ILWU raid got under way last month when it tried to move in on the SUP-contracted SS Harry Lundeborg which was unloading the last of its cargo of gypsum at Sand Island dock. ILWU official Jack Hall, backed by some 125 pickets, threatened to take over the vessel. The pickets, however, were withdrawn after 45 minutes and the entire ILWU attempt was denounced by the Honolulu AFL-CIO Central Labor Council which gave its full support to the SUP.

The ILWU has made repeated efforts of this kind to invade the jurisdiction of the Sailors Union, without success. A notable example was the Pacificus beef of '54-'55.

Pacific District Shipping

Port	SUP 6/28 to 7/25	MFOW 6/1 to 6/30*	MC&S 7/1 to 7/31	Total
San Fran.	628	169	310	1,107
Seattle	144	53	52	249
Portland	51	42	16	109
Wilmington	636	(no hall)	152	788
New York	99	30	25	154
New Orleans	60	(no hall)	1	61
Honolulu	19	31	15	65
San Pedro	(no hall)	71	(no hall)	71
Total	1,637	396	571	2,604

*These are the latest MFOW figures reported. July shipping figures were not available as the Seafarers Log went to press.

Leilani Bought For APL Pacific Passenger Service

The passenger ship Leilani is going to get a new lease on life after an indifferent career as American President Lines has purchased the vessel from the Maritime Administration for \$3,200,000.

The Leilani, after undergoing considerable refurbishment, will enter the Pacific passenger trades as a new entry in the fight of West Coast ship operators against the serious challenge of the merged British-flag P&O and Orient Lines. The merged British companies are trying to bite off a huge chunk of both passenger traffic and freight business now carried largely by APL and Matson Line.

Accordingly, APL has ambitious plans for refurbishing the Leilani to carry some 350 passengers and match the facilities and services offered by APL's President Cleveland and President Wilson. This will cost something in the vicinity of \$16 million, of which the US Government would pay about half in construction subsidies.

When last operated in the Hawaiian service by Hawaiian-Textron the Leilani carried a crew of approximately 250 SIU Pacific District members. However, the future manning scale of the vessel will probably depend a good deal on the nature of the revamping and the service in which she operates.

APL's purchase of the Leilani and rebuilding of the vessel indicates that the company has given up hope for the time being of building a new superliner, the President Hoover, for the trans-pacific trade. Legislation was introduced in Congress last year calling for the construction of a new transpacific superliner as well as

a new sister ship for the SS United States in the Atlantic trade, but the cost estimates ran high and the plans were sidetracked.

Originally, the Leilani served as a troop transport in World War II. Subsequently, she went into service for American Export Lines as the LaGuardia, but failed to pay off and was forced into idleness.

Her last service was with the short-lived Hawaiian-Textron company, a shipping venture of a firm which had originally been in the textile business, and since then, left shipping to go into the electronics field.

New Mail Line Ship On Ways

The fleet replacement program of the SIU Pacific District-contracted American Mail Line got underway last month when the keel for the new SS Washington Mail was laid at Todd Shipyards, San Pedro, Calif.

Contract for the construction of the Washington Mail—as well as for two of her sister ships—was awarded last July under the six percent differential of the Merchant Marine Act of 1936.

The new cargo-passenger liner will be the first ship in AML's 20-year agreement with the Federal Maritime Board to replace its present fleet of eight owned and one chartered ship with eight new vessels, whose total cost is estimated at over \$100,000,000.

For the three ships which are to be built at the San Pedro yards AML will trade in to the Government its three obsolete C-2 diesel ships—the China Mail, Island Mail and Ocean Mail.

The three ships to be built under this contract are basically Mariner types, having an overall length of 563.7 feet, a beam of 76 feet and a deadweight of 14,885 tons. Their speed is pegged at better than twenty knots.

American Mail Line operates a regular service from US North Pacific ports to the Far East, and between California ports and the Bay of Bengal under SIU Pacific District contract.

Union Has Cable Address

Seafarers overseas who want to get in touch with headquarters in a hurry can do so by cabling the Union at its cable address, SEAFARERS NEW YORK.

Use of this address will assure speedy transmission on all messages and faster service for the men involved.

SF Unions Ask Boycott Of Sears Co.

The SIU Pacific District has wholeheartedly joined with other West Coast trade unions in a mass boycott of two Sears and Roebuck retail stores at San Francisco. In support of some 262 union workers fired by Sears for respecting the picket lines of another striking union.

The beef started after Machinist Union employees could get no satisfaction out of negotiations with Sears' management with regard to Union security, improvements in the company's health and welfare program and a city-wide bargaining unit. Sears contended that it was the company's 'national policy' not to discuss these subjects.

The Machinists set up picket lines after these talks failed. Their plight had the sympathy of some 400 of Sears workers who refused to cross their picket lines. This resulted in the firing of 262 of the workers after a temporary court injunction halted the picketing.

SIU Pacific District Halls

SUP

HONOLULU... 51 South Nimitz Highway
Phone 502-777
NEW ORLEANS... 523 Bienville St.
Jackson 5-7428
NEW YORK... 675 4th Ave., Brooklyn
HYacinth 9-6605
PORTLAND... 211 SW Clay St.
Capitol 3-4336
SAN FRANCISCO... 450 Harrison St.
Douglas 2-8363
SEATTLE... 2505 1st Ave.
Main 2-0290
WILMINGTON... 505 Marine Ave.
Terminal 4-6617

MC&S

HONOLULU... 51 South Nimitz Highway
Phone 5-1714
NEW ORLEANS... 523 Bienville St.
RAMond 7-428
NEW YORK... 675 4th Ave., Brooklyn
HYacinth 9-6600
PORTLAND... 211 SW Clay St.
Capitol 7-3222
SAN FRANCISCO... 350 Fremont St.
EXbrook 7-5600
SEATTLE... 2505 1st Ave.
Main 3-0058
WILMINGTON... 505 Marine Ave.
Terminal 4-8538

MFOW

HONOLULU... 96 North Nimitz Highway
Phone 5-9077
NEW ORLEANS... 523 Bienville St.
MAGnolia 0404
NEW YORK... 130 Greenwich St.
CORland 7-7094
PORTLAND... 522 NW Everett St.
Capitol 3-7297-8
SAN FRANCISCO... 240 Second St.
DOuglas 2-4592
SAN PEDRO... 296 West 7th St.
Terminal 3-4465
SEATTLE... 2333 Western Ave.
Main 2-6326

News of SIU PACIFIC DISTRICT

SAILORS UNION OF THE PACIFIC, MARINE FIREMEN'S UNION, MARINE COOKS & STEWARDS UNION • SIU OF NA

MCS Considers Stress On Recreational Use Of Santa Rosa Site

The Marine Cooks and Stewards Union now has under advisement a proposal to replace the present marine cooks' and stewards' training program at its Santa Rosa training center with a shipboard training program, and to put the major emphasis at Santa Rosa on creating a genuine recreation area for union members and their families, as well as an area to serve retired, disabled and convalescent union members.

The shipboard training program, it has been proposed, should include a program of promotion based on seniority and the ability to meet the requirements for steward department personnel prescribed by other rules.

The nation's first training center for Marine Cooks and Stewards opened its doors on March 25, 1957 near Santa Rosa, Calif. Since then, the center has come also to serve as a haven for retired or vacationing members of the other SIU Pacific District Unions — the Sailors Union of the Pacific and the Marine Firemen's Union.

The training center, built by the Marine Cooks and Stewards Union and the Pacific Maritime Association on some 370 acres in Sonoma County, about 70 miles north of San Francisco, has seen more than 900 students successfully complete various courses in steward department operations.

The center at first offered tuition-free training to young men who intended to be cooks and stewards on Pacific Coast passenger liners and freighters. Later, courses were offered to steward department members who desired to upgrade their ratings, and facilities were built to house retired members of SIU Pacific District maritime unions. The center has also been used for vacations for these union members.

Building Started In '56

The installation was formerly the mountain estate of a railroad executive. Building began in 1956 and the following year the first class went through the 90-day course.

The original facilities include a \$500,000 kitchen classroom with a \$50,000 all-electric kitchen. There are cooking and dining facilities for more than 200 guests.

A huge recreation hall is part of the training center, and it has an Olympic swimming pool in a spacious patio area.

In the main hall there are a

TV lounge, a library, a snack bar and soda fountain and a large dance floor. The main area has picture windows overlooking the rolling acres of the center. A rustic brick fireplace occupies one wall of the hall, and the entire building, dedicated in June of 1958, is air-conditioned.

In April of 1958, the first cabins for vacationers and pensioners were unveiled. Each building has a bath, a kitchenette and either one, two or three bedrooms.

Apartments Dedicated

A year later, an open house was held at the center during the dedication of 18 furnished apartments for retired members of the SUP and MFOU built near the apartments for retired MC&S members.

The director of the training center is Karl Schneider, former chief steward on a West Coast passenger liner and former instructor in waiting for the US Maritime Officers Training School.

The staff also includes chef Constantine Bruckner, former executive chef of the US Lines. The meat cutter is Suey M. Chew and the baking instructor is Henry Chin.

Courses were at first all 90 days long, and included cooking, baking, butchering and waiting on tables for newcomers to the industry.

Later, the school concentrated on upgrading men already sailing in the steward department. In 1959, a refresher course for stewards aboard freighters was offered. The freighter stewards' courses were from 10 to 21 days in duration.

School Reorganized

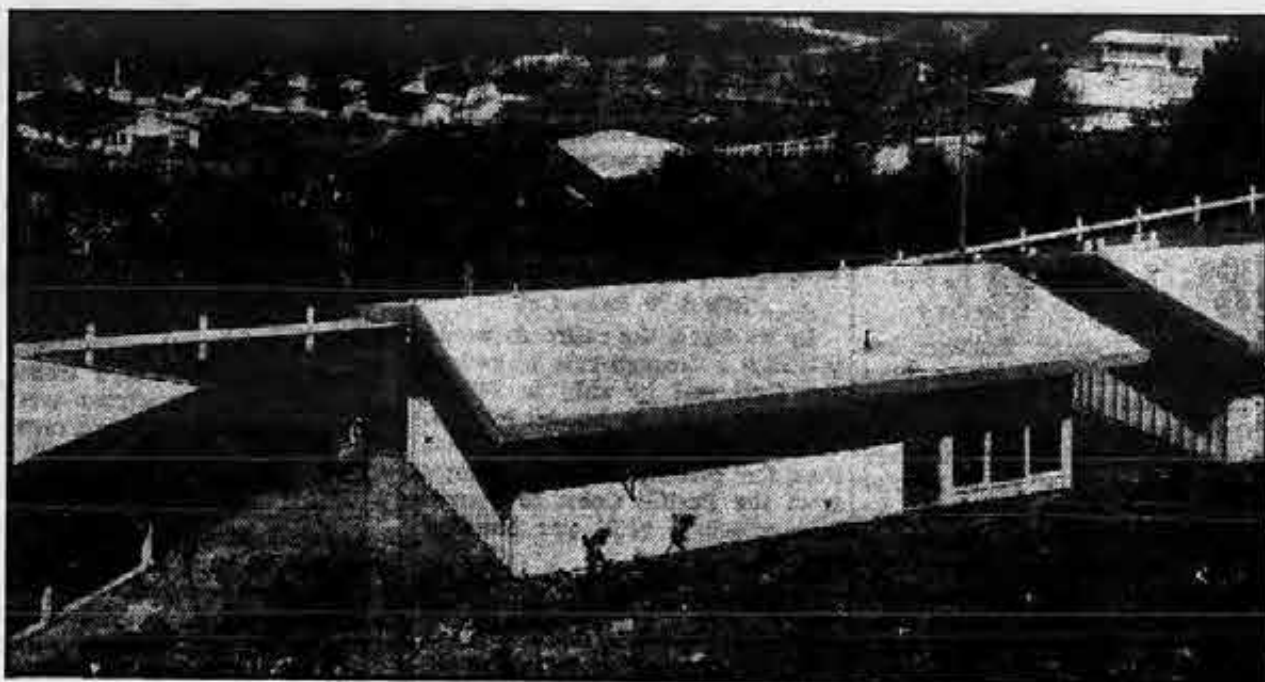
In March of 1958, the school underwent a reorganization. Until then, the Union had assumed most of the responsibility for the operations.

The Board of Education of the school now includes representatives from the MCS and from the operators. Subcommittees have responsibility for school objectives, finance, enrollment, legal affairs, promotion, public relations and curriculum, with the general committee exercising over-all control.

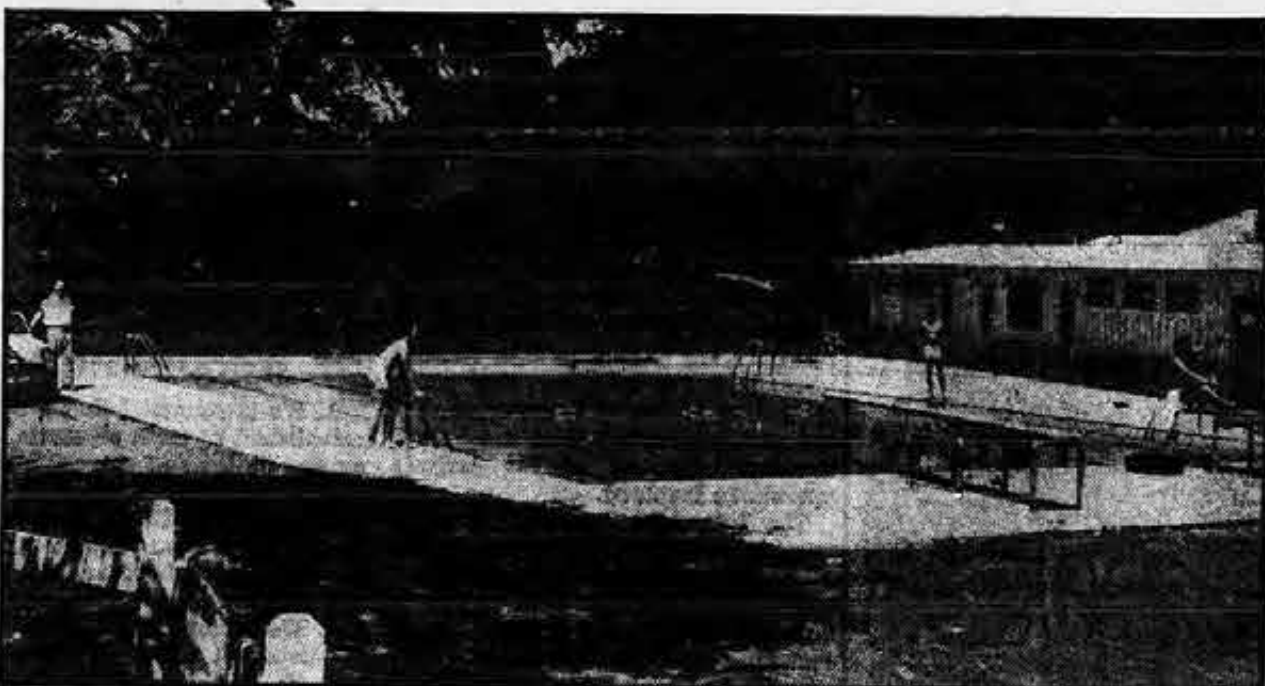
The center is not limited to training stewards and providing homes for retired and vacationing union members. Many civic, labor and industry meetings have been held on the site.

The MC&S offered the center to the California State Disaster office for civil defense in case of emergency.

In September of last year, labor and management representatives met with home economics experts at the center. The previous year, a delegation of Japanese union leaders toured the school under the auspices of the US Department of Labor. The American Newspaper Guild and other unions have used the school for convention and meeting purposes.



Over-all view shows some of cabins built for retired and vacationing members of the SIU Pacific District unions at Marine Cooks and Stewards training center which opened near Santa Rosa, Calif., in March, 1957.



Olympic swimming pool is popular recreational spot for vacationing members of SIU Pacific District unions at MCS training center. Pool is located in spacious patio area and there are also a wading pool, bathhouse and showers.

Hearings On MCS Issues Held In San Francisco

SAN FRANCISCO—An open hearing and investigation of complaints by the membership concerning the Marine Cooks and Stewards Union began here on Monday, August 8, at the

union's headquarters, 350 Fremont Street. SIUNA President Paul Hall presided at the hearings, which were attended by 600 MCS members at the outset. Also present were several SIUNA international officers, as requested by Hall.

Hall notified MCS officers and members July 6 that he would hold the investigation and open hearing after he had received several communications from MCS members on the situation, including one from MCS Secretary-Treasurer Ed Turner.

At the open hearing, to which San Francisco newspaper reporters had been invited, Hall stated he would allow all complainants to be heard and to present evidence. He also said he would permit "any individual who feels he is done harm by any of the testimony to take the opportunity to make any statement he may wish for the record." He assured the membership that the hearings would not

whitewash any officer or member of the union.

A team of court reporters took a verbatim record of the week-long hearings. The record, along with the findings, will be published in its entirety and distributed to all MCS members.

Twenty complaints in all had been filed after Hall announced the hearings and solicited information from the membership.

International officers present at the hearings included SIUNA vice presidents Morris Weisberger, Hal C. Banks, Sam E. Bennett, Lester Caveny, Lester Balinger, and Captain John M. Fox. Also attending were John Hawk, international secretary-treasurer, and Vincent J. Malone, international representative.

Hall conducted the hearings in San Francisco under the provisions of the SIUNA constitution, which authorizes the International president to hold such hearings when requested.

Petri Assists Fliers' Rescue

Quick-acting crewmen of the wine tanker Angelo Petri recently assisted in the rescue off Cape Canaveral of three Air Force crewmen whose tanker had been ditched in the sea after running into engine trouble.

There were 14 crewmembers on the plane at the time of the crash, but only 11 survived. Taking part in the operation were merchant, Coast Guard and Navy ships and Air Force planes and helicopters.

Within minutes of the first distress call sent out by the plane, all ships in the vicinity were alerted. The Petri, closest to the area, was first to reach the plane. The other eight crewmen were picked up either by helicopters or other ships.

On these pages is news of activities of the SIU Pacific District representing the three West Coast unlicensed unions, the Sailors Union of the Pacific, the Marine Firemen's Union and the Marine Cooks and Stewards Union, who sail under the SIU banner predominantly in the Pacific trades to Hawaii, Alaska, the Far East and on 'round-the-world runs. The SIU Pacific District Unions are a key group in the SIUNA, representing as they do the entire maritime industry on the West Coast.



Pacific-Puerto Rico Trade Target Of Rail Rate Cuts

Transcontinental railroads are proposing another attack on domestic ship operators at a meeting in Chicago, according to the "Pacific Shipper," West Coast maritime industry publication. The attack would take the form of a reduction in rates on canned goods from

HIRING HALL, 1860-STYLE

Seafarer Thomas Trainor has spotted an item of more than usual interest which points up the vast improvement in the seaman's life made in the last hundred years. The article is a reprint from the "Atlanta Journal" of July 29, 1960, which put out a special issue with samples of the news as it occurred in July, 1860, when Abraham Lincoln was campaigning for president. The item reads as follows:

"Mr. John Rand, a German sailor, complained Tuesday that an attempt was made to kidnap him and send him to sea as a crewman on an unfamiliar ship.

"Police found Mr. Rand hand-



cuffed and tied in a boarding house kept for sailors by Mr. Theodore Lynn. He was freed and Lynn was arrested.

"Rand said Lynn drew a pistol and handcuffed him, then slipped a rope through the handcuffs and tied it to the ceiling of a bedroom while he (Lynn) went to get help to take Rand aboard a ship. Rand's arms were drawn over his head in a painful manner.

"A passing policeman saw Rand thus trussed up and he was freed. Lynn was charged with kidnaping."

The practice of "shanghaiing" seamen, and the equally-vicious practices of crimp houses, which kept seamen in perpetual debt by charging exorbitant fees for shipping jobs, persisted well into the 20th century. Only the establishment of union hiring halls put an end to the control of shipping jobs by crimps and boarding house keepers.

Don't Send Your Baggage COD

Seafarers are again warned not to send their baggage COD to any Union hall. The Union cannot accept delivery of any baggage where express charges have not been prepaid.

Men who send baggage COD to Union halls face the prospect of having to go to a lot of trouble and red tape with the Railway Express Co.

the Pacific Coast to Gulf ports, destined for Puerto Rico.

At present, the basic export rate on canned goods between the West Coast and the Gulf is \$1.75 per hundred pounds. The railroads would practically cut that rate in half, from \$1.75 to 94 cents.

Selective Rate Cut

By so doing, the railroads would establish a through rate by rail to the Gulf and by ship to Puerto Rico of \$1.75 a hundredweight. This would be considerably less than the current all water charge from the Pacific Coast to Puerto Rico which is \$1.91 per hundred pounds.

Ship operators obviously could not compete for this trade if the selective rate cut is made.

Among companies which would be affected by the rate cut is the SIU contracted Waterman Steamship Company. Waterman maintains service between the Pacific Coast and Puerto Rico.

Proposed Cuts Protested

Northern California ports are already protesting the proposed rate cuts.

The tactic used by the railroads in this instance is one which they have employed on repeated occasions to drive competing ship operators out of business. In many instances, it has been charged that these rates are below the actual railroad cost of hauling cargo. The railroads are willing to take these losses if, in the long run, they put competing modes of transportation out of business and then are able to monopolize all of the cargo operations involved.

The Interstate Commerce Commission chairman had admitted at a Senate Commerce Committee hearing that the ICG does not require the railroads to charge above-cost rates in all circumstances.

Steward Committee Report

We, the undersigned, having been elected at the membership meeting at headquarters on July 5, 1960, in conformity with the recommendations of the executive board, for the purpose of considering problems relating to the steward department, and to make recommendations with respect thereto, make this report.

The committee first met on July 6, 1960, at headquarters, and were provided with meeting room facilities by headquarter's officers. Walter C. Patterson, Book No. P-73 was elected as chairman of the committee, and Richard H. Simpson, Book No. S-918 was elected secretary of the committee. Sessions of the committee were held on July 8, 7, 11 and 12, 1960, which were at all times open to the membership.

The committee considers that it would be in the best interest of the Union, the membership generally, as well as the members of the steward department itself, if a training, up-grading, and re-certification program were instituted in the steward department. We recognize that it may be impractical to make broad changes all at one time, and feel that a program of re-certification of stewards would be a good place to start. Annexed hereto, are our recommendations with respect to such a program. We understand, and have been advised, that some of our recommendations will require contractual changes, necessitating negotiations with the Union's contracted employers, and we also recognize that these recommendations are to serve primarily as a guide to the executive board in its negotiations with respect to such contractual changes.

This committee wishes to express its thanks to headquarters for its cooperation and assistance during our deliberations, and to recommend to the executive board and to the membership, that the matters set forth in our annexed recommendations be instituted as soon as reasonably possible.

Respectfully submitted,

Walter Clifton Patterson, Chairman (P-73)
Richard H. Simpson, Secretary (S-918)
Nicolas Nomikos (N-25)

Enrique R. Rosado (R-148)
Walter Marcus (M-168)

Recommendations

1. We recommend that a school, or schools, be established to train stewards, centering primarily on the duties and responsibilities of the steward aboard ship. We have such things in mind as preparation of decent menus, food preparation, food preservation and storage, etc. The competency of the school and its operations, we take for granted.

2. We recommend that the course should be a minimum of thirty (30) working days. We want

to make clear that time in training be considered "sea time" for seniority purposes.

3. We recommend that a recertification committee be established of at least two (2) management and two (2) Union representatives, who would set up standards for testing those who complete the course. These standards should not be restricted to technical efficiency, but should have additional tests involving conduct, sobriety, experience at sea, and other corresponding and related qualifications.

4. We recommend that there be an appeal procedure from the determination of the recertification committee. We see no reason why the Seafarers' Appeals Board can't handle this too, but make no particular recommendation with respect thereto.

5. With the accomplishment of all this, we recommend that people who pass this school, and pass the test of the recertification board, subject to the right of appeal, ought to be given preference in employment for the job of steward.

6. We recommend a separate registration category for the job of steward.

7. Because we appreciate that such a program cannot be started in all ports simultaneously, and because even within ports everybody has to get a fair chance to take advantage of this program, we recommend that the first school be established in the Port of New York and preference in employment to be given, as we have described, should not go into effect until a minimum of six (6) months after the school is opened and taken its first students. Furthermore, we recommend, for the above reasons, that the preference given be restricted only to the port where the school exists. This recommendation could be expanded to include a nearby port, if desirable.

8. We recommend that the recertification board keep a constant watch on this program and that some leeway be put into the program to take care of changes in circumstances.

9. Finally, we think that the minimum experience qualifications for entering into the course shall be the following:

1. Three years—chief steward discharges.
2. One year—steward discharge
One year—chief cook discharge
One year—night cook and baker
3. One year steward discharges
Two years—chief cook (or)
Two years—night cook and baker
4. Two years—discharges as chief cook
One year—discharge as night cook and baker
5. Two years—night cook and baker discharge
One year—chief cook discharge
6. One year—chief cook discharge
One year—night cook and baker discharge
One year—2nd or 3rd cook discharge and at least 90 days discharge as galleyman

NY Slaps Down Blue Cross Rate Rise; Warns On Kiting Of Hospital, MD Bills

The New York State Insurance Department has rejected a proposal by Blue Cross for increased rates averaging 37 percent, but has held the door open for a new application by the agency before the fall. In the process, Blue Cross was criticized for unnecessary and wasteful practices and for over payments to hospitals.

One reason given for the rejection was that the Blue Cross subscriber would be paying for other hospital costs over and above his or her personal care. Among other items that would be charged off to Blue Cross would be emergency and out-patient care and hospital construction and maintenance costs.

The State Superintendent of Insurance, Thomas Thacher, also cited a recent report on wasteful hospital practices and the operations of Blue Cross. That report, made by Columbia University, noted that hospital charges might increase as much as 50 percent in the next few years unless these practices were checked.

Thacher also hinted that there were instances of kited charges imposed on Blue Cross patients by calling for Blue Cross Plans and physicians to block "unnecessary hospital admissions, unwarranted surgery and unduly prolonged

stays . . . also overprescription of laboratory tests and drugs."

The State Superintendent's comments echo in large part charges made by New York unions who have formed a committee to study the establishment of Union-sponsored hospitals run by Union welfare plans.

The union committee, in which the SIU is participating, was formed after Blue Cross received two healthy rate increases in 1958 and 1959 of 22.3 percent and 26.5 percent respectively. If the Superintendent of Insurance allows Blue Cross a third increase it would mean a rise of at least 75 percent in Blue Cross premiums in the past three years, at a time when the total increase in the cost of living has been in the neighborhood of five percent.

Under the trade union plan, the various union welfare plans would finance a chain of hospitals, and union members and their families covered by the plans would receive their treatment in these union-sponsored establishments. Such a system would have several advantages, not the least

of which would be doing away with the practices of hospitals and doctors of raising charges each time Blue Cross benefits are increased.

The various increases in Blue Cross rates, it has been pointed out, are detrimental to union

welfare plans involved have to put a larger percentage of their reserves into covering increasing hospital and medical costs. This deprives workers of additional coverage and protection they might otherwise obtain.

Honolulu Hosts Tankers; Crews Get Year's Payoff

SAN FRANCISCO—The tankers Orion Star and Orion Planet paid off in Honolulu early this month after completing 12 months articles.

The two tankers are under long-term charter to the Military Sea Transport Service. They completed 12 months' articles and were immediately assigned new crews and went back to their runs.

According to San Francisco, Port Agent Walter Sibley, the ships had comparatively few beefs considering the time they were away from US ports.

However, the problem of alien seamen came up. Due to loss of original crew members during the voyage, replacements were shipped

in various ports around the world, some of whom were SIU members but most of them aliens without American papers of any kind, and non-union to boot, he reported.

Many of the men picked up as replacements in foreign ports were surprised to find they were not entitled to transportation money to the US mainland or their home ports.

Sibley pointed out there is no provision in the Union agreement for transportation money when a man is shipped from a foreign port unless he makes provision for it when he signs on a vessel.

Camera Outdraws The Reading Matter



Donna Ann Astorino, 8, (left) and Gail, 6, are having a hard time concentrating on the news with a camera pointing at them. Proud parents are Seafarer Vincent Astorino, AB, and his wife, Rosemarie, of Long Branch, NJ.

Air Force Plans Jet Cargo Fleet For Transoceanic Runs

WASHINGTON—A new threat to the shipment of Government cargo on American-flag ships comes in the form of Air Force plans for a huge fleet of jet cargo planes. The Air Force announced that it plans to buy 150 new jet transport planes by 1964, at a cost of close to \$900 million. The planes would be used to carry military cargo but could be converted to troop transports as well.

Previously, the Defense Department had announced plans to transport the majority of military personnel and dependents by air instead of via ship. These plans had been protested strongly by US maritime unions and by the shipping industry.

The Air Force plan for cargo plane construction, on top of the announced intentions to deprive merchant shipping of passenger traffic, appears to create a consid-

erable problem for the merchant fleet. US shipping has, in recent years, depended very heavily on military cargo and other Government-owned cargoes to keep operating.

Engineering estimates put the cost for the new jets at \$5 million to \$6 million each. They would be capable of carrying a 50,000-pound payload non-stop across the Atlantic.

A secondary impact of any such bill would be the development of similar jet cargo airliners for privately-owned airlines. Should a

military model prove effective, private airlines would then adopt it and add to the competitive problems faced by the shipping industry.

While obviously the jet cargo plane could never compete with ships in the movement of bulk cargo, the industry has already made serious inroads on certain runs in the carriage of perishables and small package cargo of high unit value.

The air cargo industry is presently operating with old-fashioned propeller-driven craft. It is expected that jet cargo planes would be far more efficient and would reduce the cost of air freight considerably.

'Come On Back Home', Shoreside Runaway Told

Owner Jack Meilman of Hickory Clothes, Inc. said business was so good, the company would have to expand. So one night over a weekend in May he closed the lights, locked the doors and silently stole away to Coffeeville, Miss., where a public bond issue had raised \$360,000 for a new plant.

The 300 former employes of Hickory Clothes, coming to work Monday morning and finding nothing there, felt that the boss had misinterpreted the term, "expansion." It looked more to them as if he had moved when nobody was looking.

Arbitrator Herman A. Gray, professor at the NY University Law School, agreed with them and bade the owner come back and pay their union, the Amalgamated Clothing Workers, \$204,681 for lost wages of members, including vacation and holiday pay, as well as contributions to its welfare and retirement fund.

Meilman refused to take part in the arbitration hearings. He claimed that Hickory Clothes no longer existed—it had gone out of business. Furthermore, he insisted, he had no interest in the Mississippi operations. He attempted to block the arbitration, but failed when a State Supreme Court Justice upheld the arbitration award.

The US Supreme Court has advised lower courts to go easy in interfering with awards made where unions and employers agreed to binding arbitration of contract grievances. The important provision in the contract in this case is one which bars transfers of plants or operations without union consent.

The language of the arbitrator is interesting and direct. Gray found that "the very stealth with which he (Meilman) managed the moving of his plant established understanding on his part that he was violating the terms of his agreement with the union, and that the violation was calculated and deliberate." This, while he was talking of expansion.

He ordered Meilman to "cease

and desist" from clothing operations anywhere outside of New York City and directed that he reopen a plant here of the size he formerly operated.

Dutch Ship Waiver Given Isbrandtsen

WASHINGTON — The Federal Maritime Board has found that "special circumstances" and "good cause" justify waiver of the provisions of Section 804 of the Merchant Marine Act, of 1936 to permit the Isbrandtsen Company, Inc. to retain ownership in shares of three Dutch-flag ships.

Jakob Isbrandtsen, head of the company, had applied for a Federal shipping subsidy contract, but a Maritime Board waiver permitting his foreign-flag activities was required before his subsidy bid could be approved.

This is the third recent case in which waivers of the provisions of the Act have been issued. The Act normally prohibits US-flag operators with foreign-flag activities from receiving Federal subsidies. The companies had claimed that their foreign-activities in no way competed with US-flag vessels.

In the Isbrandtsen case, the Board found that "there is a relative absence of competition between the three Dutch-flag vessels (of Isbrandtsen) and essential American-flag service," and that the foreign-flag operations . . . have an insignificant effect on American-flag service."

The first waiver, in favor of the States Marine Co., opened the door, and the Waterman Steamship Corporation followed on its heels. Now Isbrandtsen has used the same opening—no competition. Other US-flag operators are expected to expand their foreign activities through the same loophole.

Two Seafarers Win Okay On Advanced Scholarships

Trustees of the Seafarers Welfare Plan have ruled that SIU scholarships of two Seafarers can be extended to cover post-graduate work. The two, Michael Carlin and Herman Sperling, both graduated college this spring.

Sperling is now aboard the SS Losmar, (Calmar) putting aside

his earnings for fall semester expenses. He has been admitted to the School of Law of the University of Southern California. Carlin has entered the Graduate School of Arts and Sciences at New York University and is working toward a master's degree in Economics.

Five Chosen Annually

Each year there are five winners of the \$6,000 SIU scholarship awards. The selections are made by a board of college administrators on the basis of the applicants' previous school records and on their performance on the standard College Entrance Examination Board tests. In addition, each applicant must write why he or she desires the award.

The basic award calls for \$1,500 a year for four years of study at any recognized college or university in the US or its territorial possessions.

Few Seek '61 Awards

Seafarers and the children of Seafarers compete for the first four awards, with the fifth reserved for the highest ranking Seafarer left after the four winners have been chosen. So far, not many applications have been received for next year's awards, but it is expected that the coming of the fall term will speed them up.

Maritime Roundup

The St. Lawrence Seaway is handling more bulk cargo than ever before. For vessels moving up the Seaway to the Great Lakes, the average cargo for April, May and June was 2,665 tons, as against 1,795 tons for the same period last year. A similar increase was shown in down-bound cargo averages.

Special war-risk insurance rates will be needed for those ships sending cargo to Cuba, according to Johnson and Higgins, international insurance brokers. Another "excluded area"—that is, troubled places in which scheduled rates don't apply—is the Congo.

About forty ships were tied up in Australian ports for forty-eight hours by a nation-wide strike of coastal seamen. They wanted a variation on week-end pay rates.

The Republic of China (Taiwan) purchased two merchant ships from the United States constructed during World War II. Both vessels, dry-cargo ships, will be operated between Taiwan and Far Eastern ports.

The Panamanian tanker Alkaid suffered "very, very heavy" dam-

age when an unidentified object ripped open her bottom in the East River. She had to be beached outside the United Nations Building almost 12 hours. A thorough search of the area for the obstruction yielded nothing.

The Navy will build a "fast combat support ship" — a merchant-type vessel in a government owned and operated shipyard. It will be designed to carry everything from frozen foods to nuclear weapons to supply a fast task force. Previously, most merchant-type supply ships for the Navy have been built in private shipyards.

Canada is considering a canal to link the St. Lawrence Seaway to New York harbor. It would cost \$185 million, but is considered vital to the development of Montreal shipping and the Quebec steel industry.

A warship sunk 332 years ago in Stockholm harbor, starting on its maiden voyage, is being surfaced by pontoons. On it have been found the remains of Swedish sailors trying to shift her guns from port to starboard to counteract the sharp list that capsized and sank her.

New Kings Point Dean Is Civilian

US Merchant Marine Academy at Kings Point is getting a new dean out of civilian life. He is Dr. Joseph M. Stokes, currently with an education office of the International Cooperation Administration.

Dr. Stokes will have charge of the academic program offered at the Academy which currently has an enrollment of 900 students.

Last fall, the Academy was the subject of a Congressional investigation as the result of dissension in the faculty's ranks. Some staff members, who had military status, had been vigorously opposing legislation which would have put them under Civil Service and on a civilian footing.

SEAFARERS

Sea Chest

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BROOKLYN BALTIMORE

News of SIU INDUSTRIAL WORKERS' UNION

OF THE SIU ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT

Benefits For Welfare Hit Grand Total Of \$194,293

The Marine Allied Workers Division paid 72 members and their dependents a total of \$5,696.94 in Welfare Plan benefits in the last reported period—the month of July—bringing the grand total paid out to \$194,293.17 since the Plan's inception. New York payments in July totalled \$1,415.39, bringing the grand total of payments in the New York

area to \$56,564.75 through the end of July.

MAWD members outside the New York area received \$4,281.55 during July, bringing the overall total of payments to \$137,728.42.

Benefits to date paid by the MAWD Welfare Plan now total \$194,293.17.

Five maternity claims were paid during the month of July. They went to:

MR. AND MRS. M. MADIRACA, \$180.65 for the birth of a child at West Jersey Hospital, Camden, March 20, 1960. Madiraca is employed at the Esco Manufacturing Co., Camden.

MR. AND MRS. F. MITCHELL, \$179 for the birth of a child at Temple University Hospital, Philadelphia, February 25, 1960. Mitchell is employed at Air Master Corp., Philadelphia.

MR. AND MRS. J. SMITH, \$179 for the birth of a child at Temple University Hospital, Philadelphia, April 25, 1960. Smith is employed by E. A. Gallagher, Philadelphia.

MR. AND MRS. S. ADAMS, \$119 for the birth of a child at Preston Hospital, Philadelphia, July 5, 1960.

Adams is employed at Air Master Corp., Philadelphia.

MR. AND MRS. JOHN GALLAGHER, \$168.50 for the birth of a child at Frankford Hospital, Philadelphia, June 29, 1960. Gallagher is employed at E. A. Gallagher, Philadelphia.

The MAWD Welfare Plan provides the employees at MAWD-contracted plants with death benefits; accidental death and dismemberment benefits; hospital, surgical, maternity and weekly disability benefits. The Plan is entirely financed by employer contributions, so that all benefits are absolutely free to the employees and their dependents, when eligible.

Mediation Sought On Worker's Beef

The Marine Allied Workers Division, in keeping with the contract signed with Beam Metal Specialties of Long Island City, has filed a request for mediation with the New York State Board of Mediation. The request is to bring about a final determination of a labor grievance submitted by MAWD member Eladio Martinez.

Brother Martinez was discharged from further service at Beam Metal Specialties and filed a grievance with the MAWD. Both MAWD and the employers have been unable to resolve the dispute.

The MAWD contract calls for arbitration by the New York State Board when both the employer and MAWD are unable to resolve any formally-presented dispute.

These Are Your Union Meetings—Attend Them!

All union members should regularly attend the membership meetings in their area.

These meetings are devoted to discussions of matters vital to the welfare and security of every MAWD member and his family.

What's more, these meetings provide every MAWD member with the opportunity to speak up and state his views about these vital matters.

Here is the schedule of the next meetings:

BALTIMORE — Friday, September 2, at 8 P.M., MAWD Hall, 1216 E. Baltimore St.

SUNBURY — Sunday, September 4, at 2 P.M., Friendship Fire Company.

NEW YORK — Tuesday, September 6, at 6 P.M., MAWD Hall, 675 Fourth Ave., B'klyn.

PHILADELPHIA — Tuesday, September 13, at 7:30 P.M., MAWD Hall, 2604 S. 4th St.

MAWD Member On The Job



At work at MAWD-contracted Wisor-Smith Company in Brooklyn is Alfred Paul. Company was signed in August, 1958, to a contract which brought its employees an immediate 25-cents-an-hour wage increase, MAWD Welfare Plan coverage, grievance procedure, seniority and job protection, paid holidays, paid vacations, paid sick leave and other benefits.

SIU Halls, Marine And Allied Field

HEADQUARTERS

675 Fourth Ave., Brooklyn, N.Y.
HYacinth 9-6600

- Baltimore . . . 1216 E. Baltimore St.
EAsTern 7-4900
- Houston 4202 Canal St.
CApital 3-4089
- Miami 744 W. Flagler St.
FRanklin 7-3564
- Mobile 1 S. Lawrence St.
HEmlock 2-1754
- New Orleans . . . 523 Bienville St.
TUlane 8626
- Norfolk 416 Conley Ave.
MADison 7-1083
- Philadelphia . . . 2604 S. 4th St.
DEWey 6-3818
- Santurce, PR . . . 1313 Fernandez
Juncos Ave.
Phone 2-5998

With SIU Industrial Workers

This is one in a series of features which the SEAFARERS LOG will publish regarding members of SIU-affiliated unions working in maritime production and allied fields.

BROTHER ALAN E. BJORKLUND is employed as an operator at the Nilsen and Mills firm of



South St., New York City. A resident of Staten Island, Alan is 22 years of age and single, has been employed at Nilsen and Mills since July, 1958, and has been an MAWD member since May, 1957. Of Scandinavian extraction, Brother Bjorklund is blonde and blue-eyed. Nilsen and Mills has been under contract to the MAWD since March, 1957, and has employed an average of eleven people within the MAWD plant.

BROTHER FRANK BARRESI is employed at the Argo Marine Company of New York City. Frank



is an Air Force veteran of four years' service, single and 28 years of age. He has been working at Argo Marine since December, 1958, and has been an MAWD member since March, 1959. Frank makes his home at 231 Jefferson St., Brooklyn, and is employed as a yard man. Argo Marine has been under MAWD contract since March, 1959.

SISTER ELEANOR BLAKE is employed at Schaevitz Engineering in Camden, N.J. A resident of Westville N. J., Eleanor has been employed at Schaevitz since October, 1958, and has been an MAWD member since October, 1958.

Employed as a tester, Eleanor is also a qualified housekeeper with assistance from three daughters: Patricia Anne, 16; Regina, 12; and Catherine, 9. The Camden firm has been under MAWD contract since April, 1958. Much of the work done by Schaevitz is for the government.



The news on this page deals with people working under the SIU banner in shoreside establishments engaged in maritime production and allied fields. Included among the items made are cordage, canvas, lifesaving equipment, ship's gear and related industrial products. Because there had not been any organization available to them, many of these workers were formerly without any union protection, until they came under the SIU banner. Developments in their area will be reported here because they are an important part of the maritime industry.

Wage, Other Gains Won At 3 Industrial Plants

The employees of three MAWD-contracted firms have won for themselves 17½ to 21½ cent across-the-board increases plus other considerations, in preliminary negotiations which ended last week. Two-year contracts with the three firms are expected to be signed by the Union and employers the latter part of this month.

At another MAWD-contracted concern—Milo Machine Tool—a meeting has been scheduled for late next month at which time demands will be drawn up and presented for consideration.

The three companies are Armand Edwards Metal Products, whose employees will receive an additional 21½-cent overall increase during the next two years; Wisor-Smith Metal Products, whose employees gained a 17½-cent raise and a firm promise of better working conditions. All three firms are located in Brooklyn.

The management of Armand Edwards accepted the demands of the employees and further agreed to an additional paid holiday. The firm also gave the nod to a demand that non-skilled employees who have worked there more than 30 days be paid a minimum of \$1.50 an hour. The wage scale there under the soon-to-be-signed agreement will be from \$1.75 to \$2.50 an hour. Under the new setup at American Casting, the hourly pay will range from \$1.50 to \$2.40.

At Wisor-Smith, the 17½-cent increase becomes effective August 22—the date the present agreement expires. Still to be worked out are demands for additional

paid holidays, job classification and questions generally centered on working conditions.

Announcement of the immediate wage increase was the result of negotiations which took place about a week ago.

There are 43 MAWD members at American Casting—which is located at 30 Main St., Brooklyn. One of their functions is handling the metal coded bands which are attached to bank-type coin bags. Four of the female employees of this MAWD-contracted firm were present during recent preliminary negotiation sessions.

Wisor-Smith, of 35 York St. in Brooklyn, assembles metal chassis for electronic systems; does metal plating and stamping. Much of its work is for the U.S. Government.

At Armand Edwards, five MAWD employees earn their living as metalsmiths, turning out a wide variety of products. Their shop is at 149 Degraw St., Brooklyn.



He's Against Any One Year Rule

To the Editor:

After reading the letter signed by Brother George Harding referring to homesteaders and calling for the one year rule, I find that I don't agree with him on any of his statements.

I've been on the ship (SS Iberville) for 10 months and I don't feel I own the number six hold. I've seen fellows who have been on the ship longer than I, and you don't know they're aboard until you see them. They came here with a job to do and they do it.

Maybe when I get 30 years, the same as Brother Harding, I will feel the same as he does, but I doubt it. I have 18 years and I haven't changed.

One thing I can say for the homesteaders is they keep the ship in shape, and when the time comes for them to clean their quarters they don't tell you "I didn't come here to make the ship over, I came for one trip." Those short-termers tell you about navigation and they tell the engineer how to weld and use a burning torch. This is not their job, and if they take care of the job they signed on for, they will have their hands full. These people are getting good money to do these things and they should go up for their tickets.

Any time a homesteader violates the Union rules, a member has the privilege of bringing him before the membership on charges, and the membership decides whether he is guilty or innocent. As far as the MMP goes, they are made to take a vacation once a year, but when a ship returns to the States, they have a job and are not running to the hall waiting out the shipping lists, and they are on ships years and years.

What will happen when they try the one-year-and-get-off business? The same thing that happened when they started this back in the 40's—it didn't work.

What will happen to the passenger ships we do have now? When the year is up and the Union calls these one year men off, who is going to replace them with know-how? The company isn't going to tolerate men who don't know how to deal with passengers. Some companies make their money solely from passengers and deserve good men to handle them as the Union agreed.

To give an example of what happens with an inexperienced man, a fireman asked for "a desert and glass." Well, he got it, lemon meringue pie stuck down in a glass.

Does the Union have enough men to take care of this kind

of shipping. Brother Harding? What will happen when they get ready to take on a crew for passenger ships?

In the same issue of the LOG that Brother Harding's letter appeared, it was shown that for the two week period, 94 "C" cards and 244 "B" books were shipped. Had the good brother with the "A" book taken one of these jobs instead of writing about homesteaders, which is his privilege, in eight years he wouldn't have this competition. This is what happens: in eight years from the time a man is issued a "C" card, he is issued an "A" book, and things really can be tough if it gets to the point where no men with "A" books will take a job. This is what happened on the coast when they had 25 jobs on the board and no "A" men would take them. They had to ship "C" cards on all the jobs they sent from the hall, until finally a ship came in that an "A" man wanted, and he'd ship out.

LETTERS To The Editor

All letters to the editor for publication in the SEAFARERS LOG must be signed by the writer. Names will be withheld upon request.

When "A" men don't take the jobs they've got to give it to the "C" card.

A few years ago the Union was working on a plan called job security. They got it, but do you call it security when the Union pulls a seniority man off? Brother Harding wanted to know what union lets a member take a vacation and stay on the job. I've got news for him, the SIU. He says homesteaders don't take delegates' jobs. Well on here I had department delegate and ship delegate; I gave up department delegate and am still ship delegate.

I am a homesteader because I pay my dues and do the job. And when I feel I am tired of working or want to get off, then I do so without being fired or the Union pulling me off. I feel this is a man's privilege, he pays for it and now he deserves it.

I don't see where shipping is so hard and needs a big turnover because now they have 6 "C" cards and 6 "B" books. What kind of turnover do we need? Walk into the hall and get a job when we are ready to ship? The Union agreement calls for replacement of jobs to the company, not a bunch of "C" cards, because for one thing it really makes it hard for a man to have to carry a new fellow out here; one is enough but when you got three or four, that's the limit.

William Cameron

Brother Hurt, Is Recovering

To the Editor:

I am now at home, convalescing in Cleveland, Ohio, with a fractured heel. This happened ashore in Yokohama, Japan. I was on the Eagle Traveler.

I was quite fortunate that there is a USPHS hospital here in Cleveland, otherwise I wouldn't be home. (This is an out-patient hospital only).

I spent a couple of weeks at the Naval Hospital in Yokosuka, Japan, then they air shipped me back to the States. I then went to the USPHS hospital in San Francisco, and I was there three weeks.

Well, anyway, I want to say hello to my buddies on the Eagle Traveler and want to wish them all a good trip. I also want to thank our welfare department in San Francisco. They were especially swell to me. I also want you people to know that the SIU is the greatest and I hope to be a good union brother always. Hope to be back sailing by September.

Richard W. Williams

✂ ✂ ✂

Asks More Locker Space

To the Editor:

I've been on C 2s and C 3s for some time, and there are just not enough lockers to stow clothes on these ships. I just got off a C 3 where I had only half a locker to stow my gear, and I had to keep my clothes in shoeboxes because I didn't have enough room for them in the locker.

We've tried to do something about this situation. All the delegates made repair lists for the patrolman and we told the company about them, but still the ships go out without lockers. It would be a good idea for the Union to check for'sles for lockers.

Sometimes the lockers are rusty and you can't keep clothes inside them. It was alright in the old days when everything a sailor brought aboard ship could be carried in a seabag, but now most men bring a suitcase or two on board.

Many of the lockers aboard ships are 15 years old and some haven't been painted for 10 years. This disgusting situation has been going on since the war. One help would be to put rust preventer or else paint on lockers.

A better solution would be individual bunks with drawers underneath to stow clothes. It's possible to put three single bunks in one room each with a built-in chest for clothes. It would probably be cheaper than lockers. Everyone would have a lower bunk and a place to put clothes.

Secondino Santorio

California Girl Wins Waterman Line Trip

A talented young lady who is also an enthusiastic supporter of the US merchant marine, was the guest last month of the Waterman Line aboard the City of Alma during a Pacific coast cruise, Seafarers aboard the vessel reported.

Miss Marguerite Keller, 16, of Lindsay, Calif., won the privilege of traveling on the City of Alma after winning an essay contest at Lindsay High School.

Miss Keller's essay, "How the American Merchant Marine Contributes to the Prosperity of the United States," was chosen as the best of the entries from her English class at Lindsay High. The essay was an entry of the Propeller Club.

Trip for Family

The reward for the winning essay was a trip for Miss Keller, her mother, Mrs. Earl V. Keller; an aunt, Mrs. Esther Ohman, of New Cuyama, Calif.; and Miss Keller's cousin, Clifford Ohman. All were guests of the Waterman line.

The trip was from Los Angeles to Portland, Ore., and back to San Francisco. The crew and officers of the City of Alma adopted the young lady as their favorite passenger, and thanked her for her

interest in their welfare and the welfare of the American Merchant Marine.

Miss Keller is a young lady with a labor union background. Her father, Earl V. Keller, is an electrician member of local 100 in Lindsay. She is going to compete for the Merit Scholarship of the AFL-CIO, hoping to complete her higher education.

Her essay on the US merchant marine pointed out that sea transportation brings everything from bananas to metals to American shores. She also points out that "besides helping the United States maintain its prosperity, the merchant marine plays another, even more important role; the role of keeping the world a peaceful place in which to live."

The essay, which was some 800 words long, cited the vast influence on employment and general business conditions which the Merchant Marine exerts in the US by bringing foreign goods and transporting American products overseas.

Seafarer Dies In Accident



Seafarer Charles L. Terry died in an accident aboard the SS Alice Brown July 22 in Galveston. His widow, of Kosciusko, Miss., thanks all of Terry's Union brothers who called with condolences and made offerings and sent flowers.

Terry joined the Alice Brown in New Orleans July 14 of this year. Eight days later, in Galveston, a boom fell and Terry was caught in one of the guys. He was pulled to the top of the king post and fell to the deck, and died shortly afterwards in St. Mary's Hospital in Galveston. He was buried in Kosciusko July 24. Terry was the father of four children.

Brother Terry, who sailed on Bloomfield ships for the past three years, was born in Galveston Sept. 24, 1929, and joined the SIU in 1951.

Seafarer Charles L. Terry (top photo left) died aboard the SS Alice Brown July 22, 1960. His wife (top photo right) and children (bottom photo, l-r) Alice Elaine, 9; Charles Roger, 10; Ronne Lee, 7; and Linda Jean, 2, survive.



Want A Modest 'Yacht'? Seafarer Will Build One

Amid the large number of Seafarers who work on model ships in addition to the full-sized sea-going variety is Freddie Hunter of Mobile.

Hunter, who most recently was bosun aboard the SS Alcoa Cavalier during the ship's Caribbean run, has just completed three scale models of the yacht Atlantic for three of his shipmates.

Chief Mate Moncrief, second steward Barfield and chief pantryman Bobby Boyd are now the proud owners of the fully-rigged

models of the yacht. The models are nearly two feet long and each of the three-masted ships has a full set of canvas.

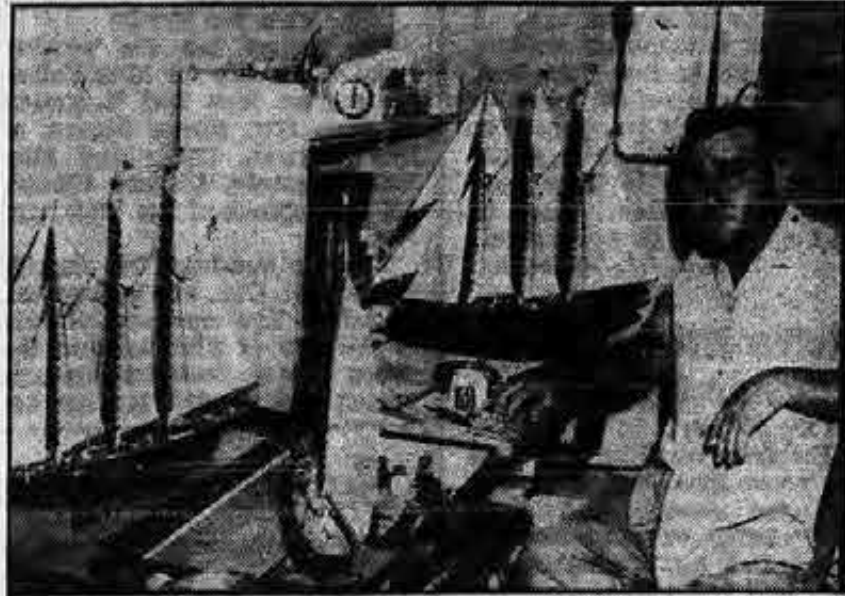
Hunter has been sailing as bosun for several years, out of his home port of Mobile. He joined the SIU in January, 1944.

"Doing things like building model ships helps pass away the time in between ports," Hunter said. The three models of the yacht were completed, including paint

and canvas, by the time the Alcoa Cavalier reached San Juan, P.R.

Hunter, who builds mostly from model kits, has several other ships planned. He prefers sailing ships to most other kinds in his model-building activity.

Hunter uses pen-knife and awl in the building of his models which are minutely and carefully-detailed. As such he is following a well-traveled tradition among seafaring men down through the ages.



Seafarer Freddie Hunter of Mobile with his three models of the yacht Atlantic which he made for shipmates aboard the SS Alcoa Cavalier during the ship's Caribbean run.

FROM THE SHIPS AT SEA

Durban Souvenir

Michael Hankland, chief cook on the Robin Locksley, (Robin Line) has only kind words for the staff of St. Augustine's Hospital in Durban, South Africa where he recently underwent an emergency appendectomy.

Hankland was stricken while on board ship and was taken to the hospital June 14 and operated on the same day. The operation, which usually takes less than an hour, was two hours long due to complications.

The nurses at the hospital, Hankland said, treated him like a king. He recuperated in 11 days and picked up the Locksley when it returned to Durban on the way back to the States.

Dr. Leary, the South African doctor who operated on Hankland, gave the appendix in a jar of alcohol to the patient as a souvenir.

Sticky Fingers

Seafarers aboard the SS Gulfwater (Metro Petroleum Shipping) in transit in the Suez Canal last month kept a sharp watch on their gear and locked their fo'c'sles for safety. According to ship's delegate Stephen H. Fulford, "some of the local merchants have sticky fingers and they are not choosy about what kind of goods they lift—anything goes."

The crew of the Gulfwater received no draws or shore leave at Port Said in transit of the canal, but it was probably just as well considering the nature of some of the local citizens.

Unhappy In India

The crew of the SS San Marino (Peninsular Navigation) had a fairly rough trip to India and were on a seven day restriction to the ship in Madras without shore leave or launch service. The men complained of insufficient medical treatment. In addition, there was a shortage of fans and spare parts and the crew refrigerator was on the blink.

CS Safety

A safety committee aboard the SS Cities Service Miami (Cities Service) was elected. The crew will call safety hazards to the attention of the company. The men want "some say before anything happens."

Prove Eligibility For Hospital \$

Seafarers being admitted to a Public Health hospital are urged to carry with them their Union book plus proof of eligibility for SIU benefits; namely, a record that they have at least 90 days seetime during the previous year and at least one day during the previous six months. Failure to have the proper credentials will cause a delay in payments to the Seafarer.

If the Seafarer is admitted to a hospital which is not a PHS institution, he should contact the Union immediately. The Union will arrange with the USPHS for a transfer to a Public Health hospital in his vicinity. The PHS will not pick up the hospital tab for private hospital care, unless it is notified in advance.

MARYMAR (Calmar), June 19 — Chairman, Peter Spencer; Secretary, Guy Walter. Everything running smoothly. Read letter from American Merchant Marine Library. Decided to contribute \$1 for each man. One member said the apples were too woody.

STEEL TRAVELER (Isthmian), July 6 — Chairman, J. Welch; Secretary, J. O'Donnell. Carpenter hurt in No. 3 hold and hospitalized in Dillibout. \$10.41 in ship's fund. Disputed OT to be referred to patrolman. Patrolman to clarify duties of dayman.

SAN MARINO (Peninsular Navigation), July 12 — Chairman, Dick Ware; Secretary, George Bryan. Ship's delegate to report to patrolman seven days' restriction to ship at anchorage in Madras. No launch service or shore leave. Poor medical treatment. No doctor aboard in this port. \$10 in ship's fund. Water cooler repaired. Baker and BR failed to join ship in Baton Rouge. Same disputed OT. Deck engineer reports shortage of fans and spare parts. No DC motor available for crew refrigerator in Madras; assured operation in Calcutta. Toaster to be repaired. Request cooperation dumping garbage and keeping passageway doors locked.

PENN VANGUARD (Penn Shipping), July 22 — Chairman, Earl Pattie; Secretary, W. W. Bickford. One man hospitalized in Bombay and sent back to the States. No beefs or disputed overtime. Vote of thanks to steward department for job well done.

ANGELINA (Bull), July 17 — Chairman, V. Stankiewicz; Secretary, H. R. Hutchins. Ship's delegate reports "nothing to report." Discussion re getting larger assortment of cereals. Also on the matter of beer being stolen.

OCEAN EVELYN (Maritime Overseas), July 16 — Chairman, Alex. Janes; Secretary, J. Vega. Ship's delegate to call safety director in NY of visit vessel. Discussion on collection for American Merchant Marine Library Association. Vote of thanks to steward department for job well done.

SUZANNE (Bull), July 17 — Chairman, Benjamin N. Gary; Secretary, Alexander Mahoney. Ship's delegate reports everything running smoothly. No beefs. \$9.26 in ship's fund. Keep toilets and showers locked. Native longshoreman to be kept out of mid-ship house.

COASTAL CRUSADER (Suwannee), July 10 — Chairman, R. Seales; Secretary, W. Parrish. Emmett Connell resigned as ship's delegate with vote of thanks for job well done. B. Stevens elected new ship's delegate. \$37.00 in fund. Steward Peacock reports four items of fruits and vegetables 100 per cent loss due to spoilage. T-shirts must be worn in messroom at meals. No swimming trunks

allowed. Ship sailed short galleyman and messman.

CITY OF ALMA (Waterman), July 17 — Chairman, Kenneth Hansen; Secretary, V. Harding. Ship's delegate reports everything running smoothly; no beefs. \$32.50 in movie fund. Discussion re movie fund. A donation of \$6 per man covers expenses this trip. However, donation is optional. Suggested that catwalk be placed over port side on account of deck cargo. This would be safer and avoid accidents that could easily occur when lookout goes on watch.

SANTA VENETIA (Elam), July 10 — Chairman, J. J. Connors; Secretary, N. Matthey. Ship's delegate reports

DIGEST of SIU SHIP MEETINGS

one brother's wife died. Wired hall in New Orleans for burial arrangements; also wired wreath for same. Some allotments not going through wired headquarters to check with company. Ship running smooth. M/S/C to have patrolman check with company and headquarters in regard to correspondence and LOGs in Haifa. Delegate to see patrolman about American money draws in foreign ports; also about getting wages and subsistence with transportation at payoff.

PENN VOYAGER (Penn), July 17 — Chairman, Bob High; Secretary, Harold Werns. Ship's delegates reports seven men short; one man left ship on sailing day in Fort Arthur, three men left ship in India, three men hospitalized. \$1.25 in ship's fund. Few hours disputed overtime. M/S to have each department delegate make up repair list of all needed repairs on vessel. Need two agitators for washing machine, spare fans and spare parts. Mixing machine in galley needs fixing. Should have water coolers for India run. Need new outlet in crew messroom. Decks need patching. Also portholes need repairs.

JEFFERSON CITY VICTORY (Victory), April 10 — Chairman, A. Reasko; Secretary, P. St. Maria. Radiogram to headquarters reporting hospitalization of seaman in Fusan. \$13.08 in ship's fund. Try to have the company get a better agent in Japan (C.F. Sharp) due to the fact that they are becoming extremely difficult to work on ships matters, especially money. In some ports they have not delivered money after days of notice by the captain. This sort of "cooperation" is a hardship on all concerned. Suggested that SIU representative check the washing

machine before new crew signs on. This present machine has been a beef for months and all that has been accomplished is promises.

MAY 14 — Chairman, A. Reasko; Secretary, C. Oliver. Beef to be taken up with patrolman at payoff. Discussion on cleaning gear. Shortage of fruit.

JUNE 13 — Chairman, G. Lothrop; Secretary, A. Allain. Arthur Lounguet elected ship's delegate. Everything running smoothly this trip. No beefs reported. \$7.92 in ship's fund.

FAIRPORT (Waterman), July 3 — Chairman, F. McCall; Secretary, J. Guard. Washing machine repaired in Yokohama. Need new keys for rooms. Few hours disputed OT. \$20. and 1000 Yen in ship's fund. Following requested for voyage to Saigon: porthole screens, screens for doors, mess-hall port screens, spray bombs for bugs. Ship's delegate will request 1st asst. engineer to pull ice twice a day. Shortage of beef due to extension of voyage. Will request master to order additional food supplies in Japan. Crew dissatisfied with grade of food placed aboard this vessel at San Francisco.

COUER D'ALENE VICTORY (Victory Carriers), July 24 — Chairman, Charles E. Rawlings; Secretary, Rawlings. One man paid off by mutual consent in Norfolk, Va. One man taken ill in Spain and flown home. Lockers to be brought to the attention of patrolman. Deck delegate reports four men logged and one man fired upon reaching port. Disputed overtime. Will see patrolman about logs; also about refrigerator and sink for the saloon-pantry as pantryman has to rinse dishes in bucket. Vote of thanks to chief cook Louis (Kingfish) Nelson and Baker John Indorf for preparation of good foods and baked goods.

GATEWAY CITY (Sea-Land), July 17 — Chairman, Ronald Cohn; Secretary, David Feinstein. Few hours disputed overtime. Discussion re working rules in contract for crane maintenance, electricians. Bring in coats after use. Ronald Cohn elected ship's delegate.

LOSMAR (Calmar), July 17 — Chairman, R. Hunt; Secretary, J. Puckett. One man hospitalized in Portland, Oregon. Delegates reminded to turn in repair lists before the Panama Canal.

REBECCA (Maritime Overseas), July 9 — Chairman, J. Steward; Secretary, W. Trolls. Ship's delegate reports everything running smoothly.

STEEL ARCHITECT (Isthmian), July 16 — Chairman, B. Landow; Secretary, U. Enriquez. Ship's delegate reports small amount of disputed overtime. M/S that when routine work like chipping and painting is done by the bosun the crew shall receive overtime. M/S that draws be American dollars instead of travelers' checks. Discus-

sion about poor quality of meat, cold cuts and ice cream; also Embassy brand canned goods of inferior quality. Motion to fumigate ship.

CITY OF ALMA (Waterman), July 9 — Chairman, J. Flanagan; Secretary, V. Harding. No beefs reported. Everything running smoothly. \$2.50 left in ship's fund from last trip. Discussed movies. All hands with the exception of two agree to donate the necessary \$6 per man. Vote of thanks to baker for showing movies.

COASTAL CRUSADER (Suwannee), July 4 — Chairman, R. Seales; Secretary, H. Gaines. Ship's delegate to see captain about medical care while in Recife. Emergency care should always be available. \$22 in ship's fund. Steward department delegate reports some disputed OT. Memorandum of understanding dated July 1, posted on board for all members to read. Port steward and ship's steward should make sure the food being brought on board is in good condition especially when ship is making long trips. During night recoveries mate on bridge is being taken off to operate recovery boat—not safe practice for men in recovery boat.

ALCOA PEGASUS (Alcoa), July 10 — Chairman, T. Forsberg; Secretary, D. Mease. Draw list for San Francisco to be taken up by delegates. Men getting off in San Francisco to be taken up by delegates. Man getting off in San Francisco let department heads know so payroll can be made up. Beef re no hot water in the port of New Orleans. Ship sailed short of fresh fruit from NO. Sugar bowl in pantry to have cover. See patrolman about some new fans.

DEL AIRES (Mississippi), June 25 — Chairman, Jesse T. Green; Secretary, T. Riley. No beefs or disputed OT reported. \$2.30 in ship's fund. M/S to start pool—\$40. To winner, \$20 to increase fund. Vote of confidence to ship's delegate. Repair lockers in messroom. Souges steward shower.

SEATRAN GEORGIA (Seastrain), July 17 — Chairman, Joseph Martus; Secretary, J. McLaren. No beefs or disputed OT reported. \$2.66 in ship's fund. Sink in laundry room to be kept clean at all times. Vote of thanks to steward department.

STEEL ROVER (Isthmian), July 9 — Chairman, Joseph Good; Secretary, R. Sipey. Ship's delegate reports most repairs taken care of. Two men missed ship in San Francisco. Crew reminded to take two anti-malaria pills every week. Captain will try to obtain replacements for men who missed ship. \$56.53 in ship's fund. Disputed ship. M/S/C that patrolman bring four copies of contract to ship at payoff. M/S/C to keep door to shelter deck closed at all times. M/S/C to have doorway cut between messroom and pantry. M/S/C to have another porthole cut out in recreation room. Benches will be made for outside pas-

sageway. Crew warned that if these are thrown over the side, carpenter will not make any more. Large blades requested for fans in heads.

ORION COMET (Orion Shipping & Trading), June 23 — Chairman, Robert Byrd; Secretary, Robert Byrd. Deck delegate reports two daymen missing. Few hours disputed OT. Engine department short one man. Some disputed OT. Steward delegate suggests requisition list be wired ahead to avoid misunderstandings and poor stores.

NATIONAL DEFENDER (National)—Chairman, J. Bullock; Secretary, J. Hannon. Ship's delegate reports that holds have just been cleaned up. Sougeeing of messhalls and pantries, galley started. Boxes defrosted and cleaned. To see about fixing air conditioner in PO messhall. Washing machine broke again. Few hours disputed OT. Letter requesting clarification on tank cleaning on the grain run before loading oil sent to headquarters. read. M/S to see about manning scale and working rules on supertankers over 45,000 tons as these ships carry about four times more cargo and carries same size crew. M/S to have delegate check sloop chest, medicine chest, stores before leaving port. Put large blackboard in crew messhall. To see about getting linen, medicine and stores in Japan. Rooms need blowers.

SANTA VENETIA (Elam), July 10 — Chairman, J. Connors; Secretary, N. Matthey. Ship's delegate wired by to check with company re allotment checks not coming through. Vote of thanks to steward department for job well done. Everything running smoothly. Delegate to see patrolman about getting wages and subsistence with transportation at payoff; also about getting American money draws in foreign ports.

STEEL FLYER (Isthmian), July 16 — Chairman, Donald Keady; Secretary, Robert Black. Donald Keady elected new ship's delegate. Bosun suggests that OT call should be one-half hour instead of present 15 minutes, especially in winter. Ship's delegate to see chief engineer about getting pantry refrigerator repaired and new one ordered for next trip. Suggested that all men draw heavily in San Francisco as that is the last opportunity to draw US green; foreign ports draws will be in travelers' checks and you lose on the exchange. \$5 donated to Library fund.

SEATRAN LOUISIANA (Seastrain), July 24 — Chairman, John Jaffe; Secretary, T. Snowden. Ship's delegate to contact proper authorities in regard to men being off in New York. Laundry and mess fo'c'sles need paint. Coffee table to be moved. \$91.80 in ship's fund. Vote of thanks to outgoing ship's delegate Norwood for fine job. Calvin James elected new ship's delegate.

Steel Worker Crew Wins Safety Award

Crew members of the SS Steel Worker will be relaxing in cool comfort in the messhall during the Persian Gulf run even though temperatures range from 100 to 146 degrees in the shade.

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The ship's unlicensed hands received a cool \$250 for winning the Isthmian Lines safety award for the last half of 1959. Ship's reporter and deck delegate Joseph Fidalgo reported that the shipboard meeting decided to cool things off with part of the money.

With \$200 of the award, plus some voluntary donations by the men, the crew will buy a small air-conditioner for the messhall to counteract the blast-furnace heat of the Persian Gulf.

The crew is thinking of buying an electric box bottle cooler "for cold drink storage." Fidalgo did not mention what drinks would be stored in the box, but it's possible that bottles of a foamy malt beverage will find a prominent place in the cooler. From reports of the high temperatures encountered in the Persian Gulf, it would not be surprising to find some of the crew members trying to curl up in the cooler, bottles and all.

The award was made during a ceremony last month on a wing of the bridge of the Steel Worker when the skipper, Captain Schloss handed the crew delegates the money.

Every six months, the Isthmian Lines awards \$500 to the ship with the fewest accidents during the period. Half of the money goes to licensed personnel and the other half goes to the crew.

The Steel Worker had only two accidents of any kind aboard ship during 236 days, a line official said. The American Merchant Marine Library benefited from the safety award to the Steel Worker. The crew donated \$50 and licensed men gave the same amount to the library.

One of the main topics of conversation aboard the Steel Worker was the Cleopatra incident, Fidalgo reported. The incident was discussed "in the meeting, on deck, and around the messhall," Fidalgo declared.

"I would like to report that the crew is behind the Union decision 100 percent in the Cleopatra business," Fidalgo wrote. "Being on the Persian Gulf run, the crews aboard these ships can give you first hand information about conditions and abusive treatment and attitude taken towards us seamen and our country by some of the officials and people of these countries," he said.



Delegates of the Steel Worker crew receive a \$250 safety award from the skipper, (right) Captain Schloss. The Isthmian Lines makes the award every six months to the crew of the ship with the fewest accidents. Receiving the award on the bridge of the Steel Worker in the Indian Ocean are (l-r) Jose Dolein, steward delegate; Jack Yates, ship's delegate; Joseph Fidalgo, deck delegate, and Barney Speglo, engine delegate.



Basking under a hot sun on the deck of the Steel Worker (top left photo) Leo Alshultz, OS, and Chico Alvarez, AB, are thinking of cooler days at mess when the crew buys an air-conditioner with part of the money from a safety award. Curley Heilig (top right photo), day-man, gets friendly with "passenger" named Karo—Heilig is the one on the right.



Rachel Ringo, second cook and baker on the Steel Worker (bottom photo), poses after slitting the belly of a 10-foot shark caught on the Persian Gulf run of the Isthmian Line ship.

A Rugged 'Ordeal' On High Seas

(The following article was submitted to the LOG by Seafarer Ollie Olivera who assured us that he really has no malice for the steamship company or individuals mentioned and has only let his imagination run wild.)

Being a coastwise stiff and having enough discharges to prove it, why do I wind up on the torture ship SS Del Aires, of all companies, going to West Africa?

Cities Service was never like this. Didn't realize you could get so far from Tortugas. For those who haven't made the mistake I have, the trip was miserably hot, but nothing compared to the heat the captain and chief engineer put on. I came to find that they were just running true to form.

The captain is quite a golfer . . . never shoots below par on the boat deck. He found out that the carpenter shoots in the high 80's

on a regular golf course, so he logged him . . . stuck too.

The food was terrific; not a single case of ptomaine. Only the garbage cans gained weight. Even the Kroos complained. Yes, the steward department gave the steward department a vote of thanks. They didn't want to go on record as being the first one not to.

We brought back enough coffee to supply Horn and Hardart for 20 years, yet we didn't have a bean

to drip. We got so hungry the last week that the black gang ate up a wiper. The passengers ate up the soap and matches.

I thought pursers were extinct, but I see Delta Line still carries them . . . for posterity, I guess. It helps to buy something from the slop chest before you get a draw. Purserettes is what they prefer to be called.

After 78 days of the dark continent—and it was dark—the Big G looked beautiful (Gulf of Mexico to you squares). At the payoff, I brought my kids to New Orleans so they could throw rocks at the company office. Not a chance, they're up on the seventh floor. My oldest boy dislocated his shoulder trying. What a ball they would have had with the Waterman building in Mobile.

After I recuperated from the torture ship Del Aires, I'll be heading back to the big H (Houston). That's right, brother, no more Del ships for me.

P.S. There is no malice behind this. Yours truly is just stretching out his imagination a bit.



SEAFARERS IN DRYDOCK



Seafarers who are currently patients at the USPHS hospital in Baltimore include Allen Cooper, Jeff Davis, Theodore Kubecka, and Vincent Rizzuto. Cooper has been in and out of PHS hospitals since May 26 with abdomen and kidney



Evans



Rizzuto



Gonzales



Wygerden



Cooper



Davis

trouble. He should be fit for duty in a few weeks. He last sailed on the SS Mae.

Davis, whose last ship was the Alcoa Pennant, has been hospitalized since July 4 with a bad leg. He is feeling fine. Kubecka has been in the hospital for removal of a cyst from his spine. His last ship was the Montego Sea.

Rizzuto, who last shipped on the Myriam III is recovering from a rectal operation and is still feeling the effects. It will be a while yet before he is ready to ship out.

Seafarers currently patients at the USPHS hospital in Staten Island include G. W. Arnold, Julio Evans, Peter Gonzales and P. V. Wygerden.

Arnold, last on the Antinous, has been troubled with an eye condition and is feeling much improved. Evans, who last shipped on the Robin Sherwood, had his tonsils taken out.

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- William J. McKay
- H. C. McCullough
- Ear Middleton
- Cleon Mixon
- James T. Moore
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- VA HOSPITAL HOUSTON, TEXAS**
- R. J. Arsenault

- VA HOSPITAL OTEEN, NORTH CAROLINA**
- Joseph J. Bass

- STOCKTON STATE HOSPITAL STOCKTON, CALIFORNIA**
- Dan M. Christolos

- ST. MARY'S HOSPITAL PHILADELPHIA, PA.**
- Kosta Hatgimisis

- USPHS HOSPITAL FORT WORTH, TEXAS**
- B. F. Delbier
 - Woodrow Meyers
 - Peter W. Sotire

- VA HOSPITAL KEARVILLE, TEXAS**
- Willard T. Cahill

- SAILOR SNUG HARBOR HOSPITAL STATEN ISLAND, NEW YORK**
- Bart E. Guranick
 - A. B. Gutierrez

- VA HOSPITAL WEST HAVEN, CONN.**
- John J. Driscoll

- VA HOSPITAL NEW YORK CITY, NEW YORK**
- C. O. Bergagas

- TRIBORO HOSPITAL JAMAICA, LONG ISLAND**
- James Russell

- VA HOSPITAL BALTIMORE, MARYLAND**
- Perle L. Johnson

- TAYLOR HOSPITAL RIDLEY PARK, PA.**
- Max P. Sarol

- USPHS HOSPITAL CHICAGO, ILL.**
- Charles Zubovich

Ask Short Day On Arabia Run

To the Editor: This is to the negotiating committee and the brothers. Well, this is the hot weather season here (Dhahran, Saudi Arabia), and the natives work from 8 A.M. to noon. People used to this weather knock off at noon until 8 P.M. Foreign ships on this run don't work later than noon.

Yet it's a pity that we American and SIU seamen have to

English Sailors Getting Set

To the Editor: I am an ex trip card man, SIU, but unfortunately I had to return to this country (Liverpool, England) to settle a domestic turnout. Consequently, I could not get back to the States.

I am now sailing on the coast here. I manage to get an occasional LOG from Seafarers when we meet. To be candid with you, the LOG is a great help on the coast here to let these people I'm sailing with get an insight on conditions and what we could obtain with a good solid union. And believe me, the LOG certainly opens their eyes.

It also keeps me in touch with my ex-shipmates. We are gradually getting organized aboard these ships; it will take a little time. The postwar element aboard English ships is much more inclined to stand up for their rights with the shipowners than the men I sailed with pre-war. It's surprising what a little education can do.

We wish you all the best and look forward to the day we have an SIU over here.

James K. Connolly

LETTERS To The Editor

All letters to the editor for publication in the SEAFARERS LOG must be signed by the writer. Names will be withheld upon request.

work from 8 AM to 5 PM because our contract says so, and there is nothing we can do about it.

In the meanwhile, the temperature is 110 degrees at 9 AM and by noon it's over the 125 or 130 degree mark. Two or three guys on the deck and black gang pass out from heat or sun stroke every day.

How about doing something about it brothers, on the next contract? I would like to suggest that ships on this run not work later than noon, and that goes for the black gang too. I would like to hear from you all brothers.

G. Castro
SS Steel Seafarer

Wife Received Prompt Aid

To the Editor: I received the statement of the hospital and doctor bills for my wife's operation. I want to thank you for the prompt and hospitable way you handled it.

Doctor O. B. Camp is to be commended for his examination of her. She had been to the family doctor and he had not caught it in several examinations. In all, the service you people extended to her could not have been more prompt and courteous. I also want to thank the people in the Baltimore hall. Thanking you again.

Charles Gladhill

Thank Seafarers For Flowers

To the Editor: To all of Bill Fredericks' friends, those out to sea, those on the beach and all his friends in the different Union halls, we want to thank you all for the lovely flowers. They were beautiful.

Jean Randall
Alice Evans (sister)

Hospital Plan Is Called 'Best'

To the Editor: I want to thank you for your prompt payment of my hospital claim. Received the check yesterday, also advised of Dr. Hardeman receiving his check for his services.

Last night at my Sunday school class meeting, the talk got around to the different hospitalization plans and I was very proud to say that my husband's Seafarers' Welfare Plan was the very best of any that was discussed... also the most prompt in payment.

Mrs. John W. Parker

Life Saving Blood Received

To the Editor: I wish to take this opportunity to extend to each and to everyone my humblest and heartfelt thanks for the many donations of blood so sorely needed in the saving of my life.

No words can really express the deepest gratitude and appreciation to my brother members of the SIU. My wife, Anna Cherney, thanks you for this most generous and noble offering. Wishing you all good health and happy sailing and thanks again. I remain yours sincerely,

Alexander Cherney

Welfare Aids Seaman, Wife

To the Editor: I wish to express my thanks to the Seafarers Welfare Plan for its recent assistance during my illness in the hospital as well as during my husband's illness also in the hospital.

In May, I had a heart attack and was in the hospital four days, during which time I had tests of all kinds: x-rays, laboratory work, blood pressure, cardiographs, etc. Believe me, I was thrilled to receive a check from the Plan that paid almost entirely for the treatment, as well as a check to my doctor that helped payment of his bill.

A week later, my husband, Frank E. Gardner, had a heart attack and it was necessary to call in my doctor to help him. This visit was paid for by the Welfare Plan. Two days later he had another attack and was taken to the hospital where he remained for seven days getting excellent care and treatment. He is still under care as an out-patient.

What a blessing to know we are taken care of when we really need help. My husband has been unable to work since July 1, 1959 and I don't know what we would have done without the assistance we received from the Plan. My husband is now drawing his disability pension—thanks again to the Welfare Plan.

Grace Gardner

SHIPBOARD SKETCHES

—by Red Fink



"The old man don't want you guys smoking on the wheel."

FINAL DISPATCH

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan:

John Castro, 69: Brother Castro died of heart disease at his residence in Baltimore, Maryland, June 11, 1960. He sailed in the SIU engine department since June 18, 1941. He is survived by a friend, Helen Kilpatrick, also of Baltimore. Burial was in the St. Stanislaus Cemetery, Baltimore, Maryland.



Agapito Asenci, 63: Brother Asenci died of a circulatory ailment at his home in New Orleans, Louisiana, June 5, 1960. He sailed in the SIU steward department since August 4, 1949. He is survived by his godchild, Angela Loyola, also of New Orleans. Burial was in the St. Louis Cemetery, New Orleans, Louisiana.

William W. Thomas, 61: Brother Thomas died of injuries suffered in a fall June 24. He has been a tugman with the SIU since July 2, 1957. He was survived by his wife, Theresa Thomas, of Bal-

timore, Maryland. Burial was in the New Cathedral Cemetery in Baltimore, Maryland.

Lawrence J. Sheehan, 64: Brother Sheehan died of natural causes at the Public Health hospital in Staten Island, NY, May 27, 1960. He sailed in the SIU steward department since April 1, 1940. He is survived by a friend, William J. O'Connor, of Seattle, Washington. Burial was in the St. Charles Cemetery, Pine-lawn, LI, NY.



Ray Peters, 37: Brother Peters died of accidental drowning near Fort Hamilton Parkway in Brooklyn, NY, on October 1, 1959. He sailed in the engine department since July 3, 1959. Gloria E. Peters, of East Falmouth, Massachusetts, was appointed administratrix of his estate. Burial was in the Old Indian Cemetery in Mashpee, Massachusetts.

Jose Rivera, 47: Brother Rivera died of heart disease and other ailments at the San Juan City Hospital, in San Juan, Puerto Rico, on September 30, 1959. He sailed in the SIU deck department since September 19, 1941. His listed survivor is his wife, Tomasita Malave, of Mato Rey, Puerto Rico. Burial was in the Capital Cemetery, Rio Piedras, Puerto Rico.

J. O. Rolling, 63: Brother Rolling passed away of a brain tumor at the John Sealy Hospital in Galveston, Texas, on June 28, 1960. He sailed in the SIU engine department since May 24, 1955. No beneficiary was named. Burial was in the Lake View Cemetery in Galveston, Texas.

George A. Thornhill, 64: Brother Thornhill passed away of a heart attack at his residence in New York City on June 6, 1960. He sailed in the SIU steward department since March 24, 1943. He is survived by his widow, Mrs. Gwendolyn Thornhill. Burial was in the Wood-lawn Cemetery, Bronx, N. Y.



Sign Name On LOG Letters

For obvious reasons the LOG cannot print any letters or other communications sent in by Seafarers unless the author signs his name. Unsigned anonymous letters will only wind up in the waste-basket. (If circumstances justify, the LOG will withhold a signature on request.)

Pride Of The Messana Family



Seafarer Andy Messana, second cook on the Sandcaptain, submitted this photo of Mrs. Messana and his daughter, Bettina Louise, who is not enthused about it all.

SIU BABY ARRIVALS



All of the following SIU families have received a \$200 maternity benefit plus a \$25 bond from the Union in the baby's name:

Paul Lenn Brady, born December 18, 1959, to Seafarer and Mrs. Paul Brady, Houston, Tex.

Lynn Marie Lewis, born June 25, 1960, to Seafarer and Mrs. Allan E. Lewis, Baltimore, Md.

Kimberley Suzann O'Neal, born June 15, 1960, to Seafarer and Mrs. Curtis D. O'Neal, Lowland, N.C.

Daniel Frank Fimovicz, born June 23, 1960, to Seafarer and Mrs. Barnard Fimovicz, Amsterdam, Ohio.

Toni Louise Slay, born May 30, 1960, to Seafarer and Mrs. James S. Slay, Mobile, Ala.

Steven Mitchel Bennett, born June 2, 1960, to Seafarer and Mrs. Garland Bennett, Jesup, Ga.

Roy Charles Parker, born June 2, 1960, to Seafarer and Mrs. Edwin S. Parker, Milford, N. H.

Vickie Hebert, born April 28, 1960, to Seafarer and Mrs. Leon Hebert, Sulphur, La.

Diana Rood, born July 3, 1960, to Seafarer and Mrs. Donald L. Rood, Crescent Park, NJ.

Robert J. Benson, born June 29, 1960, to Seafarer and Mrs. William J. Benson, Lindenhurst, NY.

George R. Sellers, born June 4, 1960, to Seafarer and Mrs. William C. Sellers, Chunchula, Ala.

Burt John Hanback, born July 1, 1960, to Seafarer and Mrs. Burt T. Hanback, North Tarrytown, N.Y.

George Ruban Hoffman, born July 27, 1960, to Seafarer and Mrs. Bertrand S. Hoffman, New York City.

Maria Louise Petranes, born July 17, 1960, to Seafarer and Mrs. Stavros Petranes, Mobile, Ala.

Patricia Ann Sanderlin, born June 18, 1960, to Seafarer and Mrs. Roswell Sanderlin, Roanoke, Va.

Venita C. Fielder, born May 30, 1960, to Seafarer and Mrs. Harold Fielder, Mobile, Ala.

Rafael Salcedo, born July 6, 1960, to Seafarer and Mrs. Miguel Salcedo, New York City.

PERSONALS AND NOTICES

George H. Rowland
Please write your sister. She has some important papers for you.

Tony Aclago
Get in touch with Dick at 115-6th Avenue NE, St. Petersburg, Fla., or call 733174 collect.

Arthur W. Cornman
Anyone knowing the whereabouts of the above-named, please contact his sister, Mary Cornman, 3119 Baldwin Street, Los Angeles 31, California.

Ronie W. Castellon, Jr.
Please contact your wife.

Ex-Valiant Explorer Crewmen
Withholding tax statements for these ex-crewmen of the SS Valiant Explorer are being held by the LOG in New York for lack of a forwarding address: Fred Harris, Augustus Hickey, Robert D. Johnson, Karl Knudsen, Raymond Lewis, Andrew J. Muller, George O'Rourke, Frank Przylypska, Felix G. Quinonez, Robert Ryan, Kevin Skelly and George Williams.

John Gallagher
Please contact Tom Danbeck, 115 Atlantic Ave., Brooklyn. Phone: MA 5-3447. This is in regard to your insurance case.

Raymond W. Rooney
Important you contact your father soon as possible.

Shot cards are being held in the mailroom at New York for the following: Edwin Bartol, Henry Bjer-ring, C. J. Clarke, A. L. Davis, Carlos DeLeon, G. Jesus Granadi, Martin M. Iturrino, George K. Lestrangle, G. Lightfoot, Lowell T. McNabb, Alf Olaf Olsen, Charles E. Smith, C. Story, Benjamin Sunderland, Benedicto T. Tagle and William A. Tefner.

Oliver Lodge, H-31
Please contact David Radin, 154 Nassau St., New York 31, N.Y.

Alvie L. Smith, Jr.
Please contact your father at 9512 Brooks St., Tampa 4, Fla. He is worried about you.

Ex-Del Campo Crew
When ship went in lay-up recently the balance of \$26.09 in

ships fund was brought into New Orleans hall and donated to SEAFARERS LOG. A receipt (#B-22498) was issued for same. Money was in care of Freddie Baptiste and deck delegate Bill Tarrant.

Income tax refund checks for the following SIU members are being held by Jack W. Lynch, 450 Harrison St., San Francisco 5, Calif.: Ernest C. Anderson, Margarito Borge, Theodoros G. Calopothakos, Dao King Chae (four refund checks), Arthur L. Craig Jr. (two refund checks), John W. Curlew, Michael J. Doherty, Fortunato Drlon, Robert W. Ferrandiz, (two refund checks), Olav Gustavsen, Ng Ruy Keen, Fong Yao King, Steve Krkovich, Sammy Rogamos, William L. Strike, Joseph R. Touart, Kenneth C. Turner, Ah Sai Wong (two refund checks), Yung Ploy Woo.

Also: Claude D. Berry, John J. Doyle, William Parks Jr., Cezar Pedregosa, Robert G. Schlagler, Cleveland Scott, Byron C. Slaid, Bernard Toner and Raymond A. Triche.

Jim Anderson, Electrician
Please write Bill Parrish, USAF Coastal Crusader, Suwanee Steamship Co., c/o Pan American Airways, Box 4179, Patrick Air Force Base, Fla.

M. Hernandez
Ex-Steel Rover
Your gear has been put ashore in San Francisco and is being held at Pier 39, Isthmian Lines.

Anyone knowing the whereabouts of Louis V. Coffey, who sails in the engine department, please contact Cliff Mainers, Pinson, Tenn.

Crewmembers of SS Capt. Nicholas Sifinas
Restriction beef from last voyage of ship has been settled. Crew can get monies due by writing to the company, per Bob Matthews, Houston agent.

Audly C. Foster
Your wife has been informed you were in the hospital. Please have her contacted immediately at 2701 Hudson Blvd., Jersey City, New Jersey.

MEBA May Get District Set-Up

Members of the Marine Engineers Beneficial Association are to begin voting August 1st on the proposal to revamp the organization into three general districts—a Rivers and Great Lakes District, an Atlantic & Gulf District and a Pacific Coast District.

The district structure would replace the local union, port-by-port set-up which has been criticized because it leads to discrimination against engineers when they attempt to ship out of a port other than their home local.

Under the new set-up, the entire membership will have equal rights and privileges within their district. It is hoped that the district-wide set-up will provide for more effective servicing of the MEBA membership. This pattern is similar to that used by the SIU, which gives members equal rights at all SIU ports in a given district.

The proposal for modernizing the MEBA was drafted by the National Administrative Committee and approved unanimously by the subcommittee of the National Executive Committee at its meeting in New York on June 21-23.

Proponents of the change argue that it would establish a tight-knit, effective union organization in the three districts and provide better service for members and increase the membership voice in formulating union policies.

The organizing of MEBA into three general districts is possible because the areas have similar contract provisions. This is expected to simplify many of the operating problems of the locals, if approved.

The district organization will give MEBA additional strength and will allow for increased organizing activities, as well as facilitating many of the administrative operations of the MEBA.

SEAFARERS PORTO'CALL

IN NEW YORK 675-4th AVE.

IN BALTIMORE 1216 E. BALTIMORE

FOR SIU MEN



One of the SIU's principal objectives has been to make arrangements for top-notch facilities for SIU men in the various ports with ample provision for the services essential to the welfare of Seafarers. This long-range program is making giant strides with the scheduled opening of new halls for Seafaring men in the ports of Philadelphia and New Orleans.

The Philadelphia hall, now undergoing finishing touches, will offer SIU men in that port a commodious, comfortable facility that is a vast improvement over existing quarters. The New Orleans hall, which is under construction in the waterfront section, will offer equally-impressive facilities for Union business, for welfare operation, dining, recreation and other functions. The target date for completion is the month of November. In Houston, initial steps have been taken, with the Union having obtained a site for a new hall in that port.

In the offing are new hall projects in other ports down the line, so that no matter where an SIU man hangs his hat he will be assured of proper services.

